

Special Issue
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Auto EXPRESS

SPECIAL ISSUE

**ULTIMATE
GUIDE TO**

15-PLATE

CARS

**100 TOP
SELLERS**

Reviewed and rated,
plus tips and deals

ALL-NEW AUDI R8

Lighter, faster...
pity it looks
the same



NEW CIVIC TYPE R

OFFICIAL Full story on incredible
306bhp, 167mph super-hatch



TESTED DISCOVERY SPORT
VS BMW X3 AND HYUNDAI SANTA FE



4 March Special Issue 1360



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DRIVEN Mercedes-AMG C 63 ● New Mazda CX-5 ● Tesla Model S P85D

Like a car. But be



Fuel consumption figures mpg (litres/100km) and CO₂ emissions (g/km), Audi A3 Sportback e-tron: Urban: N/A, Extra Urban: N/A, Combined/ test results: one when the battery is fully charged and the other when the battery is discharged. The two test results are a weighted average, TFSI petrol engine generating electricity. Standard EU Laboratory Test figures are for comparative purposes between vehicles and may not

Audi
Vorsprung durch Technik



What Car? Electric Car of the Year 2015.

The A3 Sportback e-tron is the first of our plug-in hybrid cars. Unlike other hybrids where a lot of effort has been made to make the car look different, e-tron has been designed to make a difference. On the one hand, it can deliver up to 176.6mpg and only emit 37g/km of CO₂. On the other, it will deliver all the performance you'd expect from an Audi. In fact, What Car? have already named it Electric Car of the Year 2015, so the judges seem to agree that the A3 Sportback e-tron is indeed like a car, but better.

The new Audi A3 Sportback e-tron.

etter...



WHATCAR?
**Car of the
Year 2015**
Best electric car

weighted: 176.6 mpg (1.6 litre/100km). CO₂ emissions: 37g/km. The 'Combined/weighted' fuel consumption CO₂ figures calculated from two taking into account mileage range on battery power only, providing a figure in a variety of charge conditions. Extended range achieved by 1.4 reflect real driving results. Images for illustration purposes.

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8 At last... official pictures and full details of Honda Civic Type R

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CARS**

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**World's
fastest
electric car
driven**
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**Online
this week**



**First drive review of
CLA Shooting Brake**

MERCEDES hit on a winning formula when it created a Shooting Brake 'estate' version of its CLS four-door.

However, can it successfully be applied further down the range? That's what we'll be aiming to find out as we hit the road in the latest A-Class-based model to join the Mercedes line-up.

Log on from Friday to see what we make of the newcomer as we get behind the wheel for the first time.

**For more visit
autoexpress.co.uk**

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PARK WHERE MY FRIENDS CAN SEE IT, DADDY



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CONTRIBUTION
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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. To finance your lease/purchase we may introduce you to a limited number of lenders. *Passport Personal Lease: A guarantee may be required. Over 18s only. Written quotations available on request from Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Example based on the 2008 Active PureTech 1.2 VTi including pearlescent paint, customer initial payment £3,363, £500 Peugeot initial payment contribution and optional final payment £6,715. 37 monthly payments payable. Annual mileage 6,000 miles. Excess mileage charges may apply. If you choose to pay the optional final payment, you can pay an annual payment equivalent to one of your monthly payments but will not own the car. Ownership is possible with Passport, ask your Dealer for details. Peugeot Motor Company Plc is acting as a credit broker and is not a lender. Offers apply to vehicles ordered by 31st March 2015. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

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New Type R (at long last) kicks off 2015 as Honda's big year



AE IT'S got to be three-and-a-half years or more that we've been teased by Honda with the prospect of a new Civic Type R. Three-and-a-half years during which time Honda's model line-up has been looking increasingly tired and dull.

Sadly, teasing doesn't sell cars, real metal does, as Honda's declining sales figures during a bouyant 2014 prove – most car makers were up.

But someone, somewhere at Honda HQ has had a big red circle around 2015 for some time, because this is the year it really kicks off for what remains one of Japan's most intriguing brands.

Honda's engineering focus is apparent the more you learn about the new Type R – a car so advanced it shares little more than a look with the hatch on which it's based. It's a good job somebody thought to produce a Civic Sport to bridge an otherwise chasmic gap in the Civic line-up.

If you've been waiting a long time for the Civic Type R, what about the wait for the new NSX? This has been an open goal for Honda for years when the company hasn't even been on the pitch. But again, 2015 is the year it arrives with another incredible technology story to tell.

In spite of us reminding you how reliable the Honda Jazz is, it's so old it could have its own lifetime achievement award. The new model – unveiled in Issue 1,359 and at this week's Geneva Motor Show – is another 2015 arrival for Honda.

As is the HR-V – one of this year's most exciting new small SUVs. Better late than never. The same could be said of Honda's return to Formula One. Testing hasn't gone well, but for the sake of the

Type R, NSX, HR-V and Jazz – cars for car fans – let's hope Fernando Alonso and Jenson Button can make 2015 a year to remember for Honda.



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306bhp Civic Type R finally shows its face

■ **Honda's 167mph hot hatch bares all at Geneva show**
 ■ **Bold lines designed to harness newcomer's power**



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AE AFTER months of teaser images, prototypes and heavily disguised spy shots, the production-ready Honda Civic Type R has landed at this week's Geneva Motor Show. Dubbed a "race car for the road", the newcomer will feature a 2.0-litre turbocharged VTEC petrol engine, producing 306bhp and 400Nm of torque, when it goes on sale in the summer.

The engine red lines at 7,000rpm, and delivers peak torque from as little as 2,500rpm. This will help propel the Type R from 0-62mph in only 5.7 seconds, and on to a top speed of 167mph. All cars will use a six-speed manual gearbox, with power routed through the front wheels.

In an attempt to rein in all 306bhp, Honda has installed new adaptive dampers, while the dual-axis strut front suspension system is claimed to reduce torque steer by 50 per cent compared to the standard Civic. The R will also get electric – rather than hydraulic – power-steering. Owners

will be able to choose between driving modes, including +R, which heightens engine responsiveness, reduces power-steering assistance and firms up the suspension.

Styling wise, the Championship White Type R on display in Geneva is as radical as we were hoping for. As with the pair of concepts shown last year, this production-ready car gets the same sculpted front end and aggressive stance, as well as a huge rear wing and quad exhausts.

Honda says all these features serve a functional purpose, making the car more aerodynamic, with immense high-speed stability. The new Civic Type R gets a completely flat underside that works with the rear diffusers to optimise downforce. The rear wing has been precision engineered for the same reason, but with its angle,

AGGRESSIVE Daring stance includes rear diffusers and flat underside to help make new Type R more aerodynamic





STYLING Menacing quad exhausts and 19-inch alloys, which conceal Brembo brakes, help Type R stand out. Swooping rear wing is designed to limit drag at higher speeds



"With its Championship White paint finish, Type R is as radical as we were hoping for"

height and shape carefully calculated to limit drag at higher speeds.

The wide front splitter and deep side skirts also manage airflow, while reducing lift, and the front bumper is sculpted to prevent turbulence around the front wheels – making the car more stable as a result. Elsewhere, the gaping vents send air to the turbocharged engine, with separate holes above the wheels and behind the arches designed to channel air and improve cooling.

Completing the look is a set of 19-inch alloys, shod in 235/35 rubber specifically developed for the Type R. All cars also get a Brembo brake package, with four-piston calipers applying stopping power to 350mm drilled discs.

Inside, there's a pair of high-backed suede seats, a leather-wrapped sports steering wheel, aluminium gearlever and roof lining trimmed in black fabric. Elsewhere, the cabin largely mirrors the recently facelifted standard Civic hatch



CHANGING FACE Front end features wide splitter to reduce lift, while bumper prevents turbulence for more stable ride

(driven in Issue 1,359), with the new Android-based infotainment system.

At launch, a luxurious GT pack will also be offered. It adds red highlights to the outside, plus parking sensors, auto lights and wipers, and electrically folding door mirrors. Inside, there's an integrated Garmin sat-nav and a premium eight-speaker stereo.

Prices and exact specifications will be announced closer to the on-sale date this summer, but we'd expect the Type R to cost around £30,000.



Sports steering wheel, suede seats and aluminium gearlever mark out the cabin

LOOKS FAMILIAR Squared-off grille is inspired by TT, while under the bonnet, V10 will be only engine at launch, with choice of outputs



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Wraps come off Audi's

■ Second-generation supercar revealed at Geneva ■ V10 with choice of outputs; 50kg lighter



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AE WE experienced the new Audi R8 flat-out from the passenger seat in Issue 1,358, but that car was a camouflaged model. At this week's Geneva Motor Show, Audi took the wraps off its lighter, faster and more advanced second-generation supercar.

It's near-identical in size to the current R8, but 40mm wider. The aluminium bodywork has a more aggressive bumper, split air intakes at the front and a TT-style squared-off grille.

The side blades are now split in two, a longer diffuser boosts downforce and two new square exhausts sit flush with the reshaped rear end. The V10 model gets a smoother body and a pop-up spoiler, while the V10 Plus

has a fixed rear wing, front splitter and diffuser made from carbon fibre.

We've been told that a V8 and possibly even a V6, both turbocharged, will eventually follow, but at launch a dry-sumped V10 is the only combustion engine option. This will deliver 533bhp, or 602bhp in the V10 Plus, while there's no manual gearbox any longer; the only option is a seven-speed S tronic auto.

In V10 Plus guise, the new R8 covers 0-62mph in 3.2 seconds, while the top speed is 205mph; the V10 claims

"Side blades are split in two, and new square exhausts sit flush with the reshaped rear end"

3.5 seconds and 201mph. Stop/start and cylinder deactivation improve fuel economy and CO₂ emissions by around 10 per cent, to 23.9mpg and 275g/km.

Double-wishbone aluminium suspension is fitted all-round, with optional adaptive magnetic dampers, variable ratio steering and carbon-ceramic brakes. The new quattro system can send up to 100 per cent of the torque to the front or rear axles, while a mechanical differential splits it between the back tyres. Weight is cut by 50kg to 1,555kg, thanks to a 40 per cent stiffer aluminium and carbon-fibre chassis shared with the Lamborghini Huracán.

Inside, a 12.3-inch TFT Virtual Cockpit replaces the dials, while four new buttons on the steering wheel allow you to fire up the V10, turn up the sports exhaust, toggle through the driving





Driver-focused interior gets Virtual Cockpit screen; V10 Plus model is set apart by carbon fibre spoiler



lighter, faster R8



SHARPER STYLING Second-generation R8 is virtually identical in size to original, but it's 40mm wider; it's also 50kg lighter

modes – Comfort, Auto, Individual and Dynamic – or activate Performance mode, marked with a chequered flag.

Also in Geneva was the rear-wheel-drive, all-electric R8 e-tron. Using two electric motors – for a total of 456bhp and 920Nm – it promises 0-62mph in 3.9 seconds. Audi claims it can cover 276 miles between charges (compared to 134 miles for the previous R8 e-tron concept), and be revived in as little as two hours using a rapid charger.

Audi says it's a rolling lab for "help in creating a vehicle with sedan character", suggesting a Tesla Model S rival is on the way, but customers will be able to order one later this year. And while there's no price for the e-tron yet, the V10 costs 165,000 Euros (£121,000) and the V10 Plus 187,400 Euros (£137,074) – although UK prices are likely to be slightly higher than the simple conversion.

As Q7 e-tron plugs in, too

REVEALED alongside petrol and battery-powered versions of the new R8 on Audi's stand in Geneva was the Q7 e-tron (below).

By combining a 254bhp 3.0-litre TDI diesel engine with a 126bhp electric motor (integrated into the eight-speed automatic transmission) for a total of 368bhp and 700Nm of torque, Audi has managed to boost economy and emissions to an astonishing 166mpg and 50g/km.

It also claims a range of 35 miles on battery power alone, but with the two sources working together, 0-62mph takes 6.1 seconds and the top speed is 140mph.



Nissan Micra set to get

Radical Sway concept hints at dramatic new supermini



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AE NISSAN is working hard on a replacement for its ageing Micra supermini – and this is how it could look.

The Sway concept, revealed at this week's Geneva Motor Show, gave us our first glimpse at what the company has up its sleeve for the next generation supermini, due in mid-2016.

Nissan quotes the Qashqai and Juke as two examples of it ripping up the rule book and going its own way in the past, and it says it's using the same approach with the Sway supermini.

The newcomer ditches the dumpy, bulbous body shape of the current Micra and instead explores a more radical look. At the front there's a more compact take on Nissan's family V-Motion grille, a MINI-style floating roof, boomerang headlights and a C-pillar reminiscent of the DS 3.

A bold, sweeping line leads from the grille, over the front wheelarch and down the side of the car to the crossover-like rear haunches, which are similar to other Renault-Nissan Alliance designs such as the Renault Captur or the Infiniti QX30 Concept (below).

Meanwhile, the interior is a development of the elegant design first seen on the retro IDx concept at 2013's Tokyo Motor Show. A dished steering wheel is joined by two simple dials, while a large central screen and dividing centre console complete the cabin.

The next-generation Micra is due in showrooms next year and it's easy to see how the Sway's design could be

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toned down. While the large wheels, glass roof and simplistic interior are pure concept car, the overall shape and proportions could easily find their way on to the next Micra.

It's slightly longer, wider and lower than the current supermini class leader, the Ford Fiesta. Nissan claims the Sway has been designed to "shake up" the compact hatchback class, which it believes is a "traditionally conservative market sector".

Shiro Nakamura, Nissan's senior vice president for design and chief creative officer, said: "We believe that the Sway continues our tradition of challenging the status quo in market segments by bringing something fresh, distinctive and striking, much as we did with the Qashqai and Juke."

"With this new concept car, we're experimenting to see how Nissan might be able to bring fresh ideas to the compact hatchback segment."

Simple dials, dished steering wheel and big central screen give cabin radical look to match exterior



...And Infiniti QX30 targets Q3

AS the next Micra took shape at the Geneva Motor Show, Nissan luxury brand Infiniti pulled the wraps off its new QX30 concept, giving a glimpse at its upcoming compact SUV. And our exclusive studio shots show how the brand's Audi Q3 and Range Rover Evoque rival looks.

The coupé-style profile and rugged stance are combined with dramatic lines and a swooping side kink. It also adapts Infiniti's family face, with a striking lower grille design.

As with the company's larger SUVs, the jacked-up QX30 will be based on a smaller Q model – in this case the Q30

hatch (coming at the end of 2015). The interior is described as "warm and inviting" with four wraparound seats and a driving position that is 30mm higher than the hatchback.

Both models will sit on Mercedes' new MFA modular platform, with Infiniti borrowing that company's 2.0-litre petrol and 2.1-litre diesel engines, plus an adapted chassis from the A-Class hatch and GLA crossover.

There's even potential for a hot QX30 to appear to take the fight to the Audi RS Q3. The production version of the standard QX30 is set to arrive in showrooms in 2016.

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a bold new look



"Bold, sweeping line leads from the grille, over the front wheelarch and down side of car to the crossover-like rear"



DRAMATIC Compact SUV has swooping lines and rugged stance, and takes aim at Audi Q3



Inside, QX30 gets minimalist design, and offers jacked-up view of the road

news in brief



Exclusive Lagonda confirmed for UK

ASTON Martin has confirmed that the dramatic new Lagonda luxury saloon (above) will be heading to the UK in limited numbers.

CEO Andy Palmer hinted the British company was considering a global market for the flagship model, dubbed Lagonda Taraf (or ultimate luxury) in Middle Eastern markets – originally its sole destination. Production will still be limited to 200 units and the four-seat limousine will have a 6.0-litre V12. Prices are set to start at £450,000 in late 2015.

New i30 range names its price

HYUNDAI has revealed full pricing for its new i30 hatchback and Tourer estate. Set to go on sale after the Geneva Motor Show, the range will start at £15,195 for the 98bhp 1.4 S, with the five-door adding £500 and the Tourer kicking off at £16,895.

Standard kit includes keyless entry, air-con and Bluetooth. Diesels start at £17,195 for the 108bhp 1.6 CRDi, while mid-range SE trim adds £1,400. There's also a new 183bhp i30 Turbo warm hatch, costing from £22,495.

VW to triple MQB output to 7m cars

VOLKSWAGEN has revealed it plans to triple the production of models based on its MQB platform to seven million vehicles by 2018. The latest modular platform underpins a variety of VW Group cars, but will feature on the majority of models in the future.

The company uses "scalable product architecture" to build a bespoke body around a versatile chassis, meaning anything from a small hatch to a seven-seat SUV can be constructed on it.



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Drivers flout mobile phone ban

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AE THE number of drivers using a mobile phone at the wheel has increased by 14 per cent in the past five years.

A Government survey across England and Scotland spotted 1.6 per cent of motorists using a mobile – up from 1.4 per cent in 2009 – with the majority of drivers texting, surfing the Web or checking social media apps rather than holding a handset to their ear.

Men were most likely to be seen on their phones, while van drivers were the biggest culprits. Those

under 30 used their phones the most – more than double any other age group.

Department for Transport (DfT) figures revealed mobile usage when driving fell after it was banned in 2004, before rising again until 2007, when a conviction brought a £60 fine and three points. Six years later, though, numbers were back to 2004 levels, and an increase in the fine to £100 in 2013 hasn't helped, either.

Professor Stephen Glaister, director of the RAC Foundation, said: "The big concern is that with more technological and visual distractions, the risks will

increase. Research shows that texting while driving impairs reactions more than being at the drink-drive limit."

Despite the increase in offenders, the number of motorists being caught has nearly halved from 35,255 in 2010 to 19,560 in 2013. Neil Greig, director of policy and research for the Institute of Advanced Motorists, says drivers don't

think they'll be found out. He explained: "People must fear being caught, as we believe this is the only viable deterrent, but that needs an increase in visible policing. Some phones have sensors which can detect the motion of a car and shut down calling and texting functions. This should be universal."

PAGE 24: Read Chris Ebbs' view

"Research shows that texting while driving impairs reactions more than being at the drink-drive limit"

Prof. Stephen Glaister RAC Foundation director

New Clubman's game on



THE new MINI Clubman has had a virtual reveal... sort of. This is the Clubman Vision Gran Turismo, a pumped-up caricature of how the estate could look when the wraps come off later this year.

It's available as part of a free update on racing game Gran Turismo 6 for the Sony PlayStation, and gets just two doors, giving it more of a 'shooting

brake' appearance. The production model, however, will feature six doors when you count the two side-hinged 'barn' doors at the back.

The concept sits on oversized 22-inch wheels, and delivers a huge 395bhp to all four wheels through a sequential gearbox, helping it sprint from 0-62mph in only 3.5 seconds.

Two-door Clubman Vision Gran Turismo gives hint of new estate version of MINI in GT6 game

Warning over hire car 'for sale' scam

SECOND-hand car buyers are being targeted by a scam, where fraudsters illegally offer hire vehicles for sale.

History check company HPI has received several reports of people handing over deposits to buy cars, only to find that they'd been rented for the day.

The scam works by fraudsters paying for a hire car, normally with a stolen credit card so that they can't be traced, and then advertising the vehicle for an attractive price to lure in unsuspecting buyers.

A viewing is then arranged, where the seller explains they need a quick sale and asks for a deposit of around £1,000. The scammer can do this more than once a day, before returning the car to the hire company and walking away with the cash.

Neil Hodson, HPI managing director, said: "Never trust a seller on face value. Always ask for the V5C logbook and MoT certificate. If they can't produce them, walk away from the deal, no matter how convincing their story is."

A leap forward in reverse parking.



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Official fuel consumption figures in mpg (l/100km) for the Ford Focus range: urban 32.1-65.7 (8.8-4.3), extra urban 49.6-83.1 (5.7-3.4), combined 41.5-74.3 (6.8-3.8). Official CO₂ emissions 159-98g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



Go Further

Evoque convertible co

■ Drop-top on sale next year ■ New images confirm it'll be four-seater



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AE IT wasn't actually there on the show floor, but Land Rover still made waves in Geneva by confirming that its radical Evoque convertible will go into full production, beginning in 2016.

Of course you already knew that, because we brought you the exclusive story a few weeks ago in Issue 1,352.

Official details are still thin on the ground, but Land Rover confirmed that it will be built alongside the five-door

and coupé models at its plant in Halewood, Merseyside, and on sale by next year. And by studying these pictures, a few more things are obvious.

The folding fabric roof can be seen sitting on the rear deck – whether the production mechanism will look like this or fold neatly into a compartment isn't yet clear. It will also have a full four-seater layout, although boot size will inevitably suffer.

Additional bracing for the Evoque's ageing steel chassis is likely to be required, to maintain torsional rigidity,

along with the electrics and motors for the roof system. The additional weight that brings will harm fuel economy and handling, but Jaguar Land Rover's new Ingenium engine family means fuel economy should still be impressive.

Fitted with a 148bhp 2.0-litre diesel and two-wheel drive, the recently updated fixed-roof Evoque returns 68mpg and 109g/km of CO₂.

To accompany the announcement, Land Rover dug deep to produce this set of photos, shot 40 metres below street level inside a 26-mile series of Crossrail



Fiery Clio revives Trophy badge

RENAULT has added some spice to its Clio hot hatch with the unveiling of a special edition Renaultsport Clio 220 Trophy.

When it debuted in 2013, the Clio RS 200 got a lukewarm response, but the company hopes this tweaked version – which also revives the Trophy name on a hot Clio – will help restore some love for the car.

The 220 Trophy uses the Clio 200's 1.6-litre turbo engine, but power increases by 10bhp to 217bhp, with torque rising by 20Nm to 260Nm. A Torque Boost function in gears four and five raises peak output to 280Nm. Auto shifts have

also been quickened, and there's a new function that allows drivers to change down multiple gears simply by keeping the steering wheel-mounted paddle pressed.

Under the skin, the ride height is 20mm lower at the front and 10mm at the rear, and the rear springs are 40 per cent stiffer. Setting the 220 apart visually are 18-inch alloys, Trophy badging and individually numbered plaques on the door sills. It also has heated leather sports seats.

The 220 Trophy goes on sale in June, but UK prices have yet to be announced.

■ **OFFICIAL**



Clio 220 Trophy rides lower; power rises to 217bhp



■ **ZOE GOES EXTRA MILE**

ANOTHER small Renault that's been updated is the all-electric ZOE supermini. It benefits from improved battery tech, meaning it can now travel up to 149 miles on a single charge – that's 19 miles further than the current model.

As well as offering more range, the ZOE (above) features reduced charging times, cut by 10 per cent over the current version. Renault has also reduced the size of the electric powertrain by 10 per cent without affecting performance.

Confirmed for 2016

OFFICIAL


Pictures showcasing off-road ability were taken in tunnels under London

tunnels in London, opened exclusively for the firm. Murray Dietsch, Director of Land Rover Programmes, said: "The tunnels are still under construction, so we had a unique opportunity to explore the vehicle's all-terrain ability in uncharted territory."

A video of the Evoque's subterranean adventure – showing it negotiating a challenging series of obstacles – can be seen at www.autoexpress.co.uk.



Power upgrade and weight cut for wildest Lambo ever

LAMBORGHINI caused a stir at the Geneva Motor Show this week with the introduction of the new Aventador LP 750-4 Superveloce. A lighter, more powerful and aerodynamically efficient version of the brand's most successful V12 car ever, the new arrival is claimed to be "the most pure incarnation of a Lamborghini to date".

Power from the naturally aspirated 6.5-litre V12 has been upped to 740bhp, with the permanent four-wheel-drive system helping the car to crack 0-62mph in just 2.8 seconds and reach a top speed in excess of 217mph. A new titanium quad exhaust and extensive use of carbon fibre has helped Lambo strip out 50kg of weight. New aerodynamically honed front and rear bumpers, plus a fixed carbon spoiler, help generate 170 per cent more downforce than on the standard model. The price has been confirmed at £285,804, with cars arriving in spring.



news in brief



Special new DS 5 stars at Geneva

THE new standalone DS brand revealed a special-edition DS 5 at this week's Geneva Motor Show.

The Moon Dust model (above) benefits from the same tweaks as the rest of the recently facelifted DS 5 range, but is set apart by textured aviation-style matt grey paintwork. A sculpted graphic design highlights the new DS logo, while LED headlamps also feature. Inside, there are pleated silk door panels and Markassa ebony trim. It's unclear which of the add-ons will make production.

Sat-nav system for classic 911s

PORSCHE has launched a retro sat-nav that's designed to be a perfect fit in old versions of its 911.

The Porsche Classic navigation and radio system sits flush in the dash of all air-cooled versions of the rear-engined sports car from the sixties to the nineties. It has a tiny colour screen for precise instructions, plus Bluetooth smartphone connection.

You'll pay for the privilege, though, as it'll cost around £860 when it goes on sale in the UK.

End of an era as final Veyron sold

BUGATTI has announced it's built and sold the final version of its record-breaking Veyron supercar.

That means after 10 years in production, all 450 examples of the original Veyron are now spoken for, at what Bugatti claims is an average price (including options) of £1.7million each. The original Veyron had a 987bhp quad-turbo W16 engine and hit 252mph, but the Super Sport bumped that up to 1,184bhp and 268mph in 2010. The next car is due in 2016, with power said to be near 1,500bhp.

Kadjar cleans up with 74.3mpg



Renault has released full details on new SUV, which is on show at Geneva

FOLLOWING its debut at the Geneva Motor Show this week, Renault has released full details on the Kadjar SUV.

Available with a range of Nissan Qashqai-sourced petrol and diesel engines, the crossover can return up to 74.3mpg, with CO₂ emissions as low as 99g/km. From launch, three engines

will be offered to buyers – 110bhp 1.5-litre and 130bhp 1.6 dCi diesels, as well as a 130bhp 1.2-litre TCe petrol. Stop/start technology will be fitted across the engine range as standard.

Both two-wheel-drive and four-wheel-drive models will be available, as well as manual and automatic

gearboxes. A raft of driving aids such as park assist, 360-degree sensors, a rear view camera and a traffic recognition system are all on offer.

Official pricing will be announced closer to the car's arrival in the autumn, but a figure in the region of £16,000 is to be expected.

Mitsubishi's Evoque plugs in

■ XR PHEV II debuts at Geneva
■ Hints at next-generation ASX



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AE MITSUBISHI has unveiled its dramatic XR PHEV II concept at this week's Geneva Motor Show. With a plug-in hybrid powertrain, it's expected to join the Outlander PHEV SUV in the line-up when it reaches production before the end of this decade.

The sharp-looking 'urban crossover' hints at the next-generation ASX and is an updated version of the XR PHEV we saw at last year's Paris Motor Show. Much of the car looks similar, but some additions and tweaks mean it's now closer to the production model, while there's also a functioning interior.

The exterior gets a development of the brand's family face, grafted on to a dynamic and rakish profile. The muscular lines and steeply rising window line have more than a hint of the Range Rover Evoque, while the sporty, driver-focused cabin features an angled centre console.

The concept debuts the latest version of Mitsubishi's PHEV plug-in petrol-electric hybrid powertrain. It's described as a "lightweight, compact and high-efficiency front-engine/front-drive system", and combines a 161bhp electric motor with a range-extending petrol engine of undisclosed capacity. The powertrain also emits 40g/km of CO₂.

The previous concept was more of a traditional hybrid with a 132bhp 1.1-litre turbo petrol engine, but the XR PHEV II is expected to follow the trend of a small 'generator', in the same vein as the BMW i3, charging

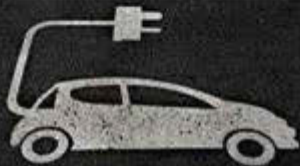
■ OFFICIAL



MUSCULAR Chunky XR PHEV II stands out with its angular detailing, while interior features angled centre console. Under skin is a development of Outlander's plug-in hybrid drivetrain



the batteries when they're flat. The concept fits in with the brand's plans to have hybrid or fully electric models across the entire range in the next few years. According to Mitsubishi UK managing director Lance Bradley, the target is for 20 per cent of production to be electric models by 2020.



■ GOVT £32M EV BOOST

THE Government has pledged £32million up to 2020 in support of the UK's electric car charging infrastructure, with a further £11m towards research projects.

From April, drivers will be able to get a 75 per cent grant, up to £700, towards home installation of a charging point. Bids for points along A-roads, and at hospitals and train stations, start in May.

Research schemes include a recycled carbon fibre material that could bring a new chassis structure to mass market.

Storming F-Type SVR hits road

If you thought Jaguar's 542bhp F-Type V8 R AWD Convertible was lacking in pace, then you're in luck – the firm is working on an even faster SVR model.

Spied for the first time, the new flagship F-Type will use the familiar 5.0-litre supercharged V8 engine, but tuned to produce around 600bhp. That power is also likely to be channelled through Jaguar's new AWD system, helping to maximise performance.

The newcomer is being developed by the Special Vehicle Operations performance arm, and will be the first Jaguar to wear the SVR badge, becoming the fastest F-Type in the range.

Design features from the limited-run F-Type Project 7 can be picked out on the SVR prototype, such as the wide

■ SPIED



SVR F-Type likely to develop around 600bhp; gaping vents at front are new



mouth grille flanked by gaping air vents, along with a new front splitter plus a bigger retractable rear spoiler.

We can also expect more changes beneath the skin, with the SVR team likely to sharpen the suspension, retune the eight-speed ZF gearbox and recalibrate the steering.

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The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO₂ emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

Premiums all set to rise as EU rules mowers need cover, too

OFFICIAL



Insurance shake-up has huge implications

NEED TO KNOW
“Slovenian case involving tractor is a landmark ruling by EU courts, and it could mean more policies and higher costs for UK drivers”

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AE LAWNMOWERS, golf buggies and children's toys could need separate insurance policies – forcing up drivers' premiums – following an EU ruling.

The Statutory Off Road Notification (SORN) system could be axed, too, according to a transport minister.

It comes after a landmark case in Slovenia where a man was hit by the trailer of a reversing tractor in a barn on private land. Insurers refused to pay out, but the European Court of Justice ruled the tractor should have been covered by compulsory insurance.

The EU decision leaves the industry in disarray and means any motor vehicle that is used on land – not just public roads – requires compulsory insurance.

That would include motorised lawnmowers, golf buggies, mobility

scooters and even ride-on children's toys. The SORN system, where cars can be legally kept on private land without insurance, may be under threat, too.

As the scope of insurance widens, costs could rise, said transport minister Robert Goodwill. Currently, motorists pay an average of £30 per policy to cover accidents involving uninsured drivers, but this levy is likely to increase.

“We're working against a ticking clock,” said Mr Goodwill. “We'll amend the Road Traffic Act as soon as Parliamentary time allows to comply with the ruling.”

Executive director of the British Insurance Brokers' Association, Graeme Trudgill, explained it would affect motor racing and track-day cars, too. “We're just trying to box off all the different scenarios,” he said. “Legally, there will be a lot of changes, and customers must ensure they have the right cover.”

“Legally, there will be a lot of changes, and customers must ensure they have the right cover”

GRAEME TRUDGILL
British Insurance
Brokers' Association

Mega new Morgan is go

IT'S a special event when British sports car maker Morgan reveals a new model, and the fifth-generation Aero 8 shouldn't disappoint fans at the Geneva show.

At first glance it looks the same as the old Aero 8, with a muscular, low-slung profile that deliberately harks back to the thirties. But Morgan is quick to point out that the hand-crafted aluminium body is all-new, as is the clamshell bootlid and soft-top cover. The Aero 8 is also available with a removable hard-top.

Inside, the traditional real wood and leather remain, but there's better-quality trim, modern tech and a new touchscreen media system. Power, as before, comes from a 367bhp 4.8-litre BMW-sourced V8, linked to a six-speed



manual or auto box (the latter with new shift paddles). The aluminium chassis is said to be stiffer, with new suspension all-round and a new limited-slip diff.

Priced from just under £80,000, the Aero 8 range will be sold in limited numbers towards the end of the year.

While shape is classic Morgan, hand-crafted bodywork of Aero 8 is all-new

Rolls SUV to be a diamond in rough

EXCLUSIVE IMAGE

Poblete



Exclusive image shows SUV, codenamed Cullinan

THE new Rolls-Royce SUV, revealed in our exclusive image in Issue 1,288 and due in 2017, has the working title Cullinan, owner BMW has revealed.

Cullinan is the name of the world's largest uncut diamond, found in South Africa back in 1905. The codename was revealed to Auto Express by BMW sales and marketing boss Ian Robertson, a former Rolls chairman, who also told us the new SUV will sit below the Phantom in the range. “The Phantom always has to be the pinnacle,” Robertson said.

He revealed the Cullinan is likely to use a version of the Phantom's lightweight aluminium space frame. This has already been modified for the Phantom Extended Wheelbase, Coupé and Drophead Coupé. That means the Cullinan is likely to share engine tech with a new Phantom, including a new V12 and a plug-in hybrid.

Robertson was quick to stress the Cullinan would be as ultra-exclusive as the Phantom, and wouldn't bring the sales boom SUVs have given other brands. Rolls sold 4,063 cars in 2014 – up 12 per cent. “We're going to sell it in very small numbers,” he said.

PAGE 26: How new cars are named

Phantom fit for king

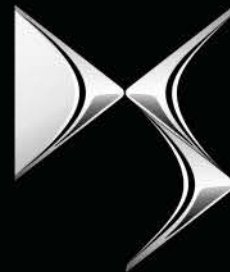


Serenity is described as ultimate bespoke Phantom

WHILE the new Rolls-Royce SUV (above) is still a couple of years away, the brand showed its vision of the ultimate bespoke limo at Geneva this week.

The Phantom Serenity – a one-off made by Rolls' Bespoke division – is inspired by opulent interiors in royal palaces. It has hand-woven silk trim and mother of pearl wood. The mother of pearl paint is the most costly one-off finish Rolls has ever created.





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*Prices and offers apply to qualifying DS 3 Ice special editions when ordered and delivered between 01/01/15 and 31/03/15 and includes VAT, delivery to dealer, number plates, Government First Registration Fee and 12 months' graduated vehicle excise duty. Model Shown: DS 3 Ice DStyle PureTech 110 S&S manual. OTR price £17,220. Initial customer rental £3,560.72; followed by 46 monthly rentals of £230; optional final rental £7,124. Lowest and highest Elect 4 Personal Lease examples are based on DS 3 Ice DSign PureTech 82 manual and DS 3 Ice DStyle THP 165 S&S 6-Speed manual respectively. Initial customer rental £3,301.87-£3,697.28; followed by 46 monthly rentals of £189-£240; optional final rental £6,080-£7,248. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Ltd is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.

Porsche 911 GT3 RS wings

■ **Ultimate 911 stars at show**
■ **Gets new 4.0-litre engine**



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AE THE eagerly anticipated Porsche 911 GT3 RS has finally been revealed at this week's Geneva Motor Show. Now in its third generation, the brand's most focused roadgoing racer is powered by a new 493bhp 4.0-litre six-cylinder engine and is faster around the infamous Nürburgring track than a Carrera GT.

Instilled with Porsche's motorsport know-how, the GT3 RS is the most powerful 911 ever to feature a naturally aspirated engine. Displacement has increased from 3.8 litres in the standard GT3 to 4.0 litres, with power up by 25bhp to 493bhp. The engine is paired with a specially developed seven-speed PDK box, and takes the new car from 0-62mph in 3.3 seconds, and from 0-124mph in 10.9 seconds.

A wider stance sets the GT3 RS apart from the standard GT3, with Porsche borrowing the 911 Turbo's wide-arch bodysell. RS-specific features include a new front splitter, front wheelarch air vents and a huge fixed rear wing. A nod towards air-cooled 911s of yesteryear is the subtly embossed carbon fibre bonnet and roof.

Porsche says it's fitted as much motorsport technology as possible in a street-legal 911. It features the same rear-axle steering system and limited-slip differential as the standard GT3, but has wider front and rear tracks and wears the widest rear tyres of any 911.

Inside, Porsche has borrowed the carbon fibre sports seats from the hybrid

NEED TO KNOW
"As with the regular GT3, the RS is offered exclusively with Porsche's PDK twin-clutch automatic transmission"



■ **OFFICIAL**



WILD LOOKS
Wheelarch air vents and fixed rear wing set new 911 GT3 RS apart, while there's a wide body and wider front and rear tracks, too

918 Spyder, with a fixed roll cage, six-point safety harness and fire extinguisher mounting bracket also being added as part of the standard Club Sport Package.

As ever, Porsche will offer buyers the optional Sports Chrono Pack, featuring integrated timers and a new Porsche Track Precision smartphone app, letting drivers access vehicle data on the go.

Available to order now, the GT3 RS will cost from £131,296, with first deliveries scheduled for May.

New C-Class SUV is shaping up

MERCEDES has its sights firmly on the Audi Q5 and BMW X3 with the new GLC mid-sized SUV. Spotted testing with only minimal disguise, the GLC is the replacement for the old GLK, which never made it to Britain.

Thanks to Mercedes' new modular platform, the GLC will be converted to right-hand drive and is set to arrive here in late 2015, priced from around £30,000.

It's based on the current C-Class, and ditches the old car's boxy profile for a softer, curvier appearance, with Merc's family face and a sporty roofline.

The GLC has a longer wheelbase than the GLK, meaning interior space should rival the best in class. And the cabin will be very familiar to C-Class owners, with the same

■ **SPIED**



glossy materials and tablet-like freestanding infotainment system.

The GLC will get Mercedes' range of turbo petrol and 2.1-litre BlueTEC diesel engines, plus a plug-in hybrid. Eventually, it's also likely to get the 362bhp twin-turbo V6 from the C 450 AMG Sport (driven on Page 33).

ON THE WAY
Newly badged GLC will be sold in UK, unlike the current GLK, and pictures reveal a softer, curvier appearance

NEED TO KNOW
"In line with Mercedes' new, more simple naming strategy, the GLC is based on C-Class saloon"



SB Medien

gs in with 493bhp



Cabin gets Club Sport package, as well as carbon fibre sports seats. Integrated timers also feature in the car



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AS ever, the Auto Express team is out in force at the Geneva Motor Show, bringing you video reports on the most important new cars – and you can catch up with them at autoexpress.co.uk/videos.

Full round-up of the Geneva stars



OUR team will bring you individual videos on the major new car stars from the stands in Switzerland. But if you haven't got time to watch every single one – and there's a lot to see – we have a round-up of the highlights from Geneva. It also features some of the crazier cars on show in Switzerland. Don't miss it.

Up close with new Honda Civic Type R



ONE of the most eagerly awaited new cars at Geneva was Honda's latest Civic Type R. As our Top Story on Page 8 revealed, we saw the hot hatch unveiled at a preview event, and our reporter was one of the first people in the world to look round it. What did he think of it?

You can watch any of our videos on your phone. Simply scan this QR code.



■ AMG GT RACER DEBUTS

IT was only a matter of time before Mercedes took its roadgoing AMG GT supercar and gave it the GT3 racing championship treatment.

Unveiled at the Geneva show, the AMG GT3 marks the final appearance of Mercedes' naturally aspirated 6.2-litre V8 engine.

The AMG GT3 replaces the SLS-based racer, and hints at a possible roadgoing model to rival the Porsche 911 GT3.



POWER CRAZY Agera RS (above) has 1,160bhp, while new Regera promises 1,500bhp-plus

Koenigseggs at the double

KOENIGSEGG has unveiled a bonkers hybrid hypercar at the Geneva show.

The Regera claims to be the most powerful car ever slated for production, with over 1,500bhp and 2,000Nm of torque. Those figures come courtesy of a 5.0-litre twin-turbo V8 and three electric motors, promising a 31-mile electric-only range. The

company claims the car can accelerate from 0-248mph in just 20 seconds.

Also announced is an enhanced version of the Agera supercar. Called the Agera RS, it produces 36bhp more than the Agera R, at 1,160bhp, and has a new active rear spoiler to boost downforce. The RS will be hand-built, with only 25 examples to be sold.



Derek was annoyed fuel filter on daughter Rachel's i30 blocked twice in short space of time



Lightning strikes twice on blocked diesel filter

■ **CASE STUDY** Unlucky Hyundai owner hit by two fuel filter faults; highlights industry-wide issue

AE Joe Finnerty

THE pros and cons of diesel cars are often in the headlines, and one reader got in touch about a problem that's affecting the entire market.

Derek Vickers, from Ferryhill, Co. Durham, contacted Auto Express after his daughter Rachel's Hyundai i30 continued to develop fuel filter issues.

In 2014, the hatch cut out with no warning. It was taken to a garage where the problem was diagnosed as a faulty fuel filter caused by cheap supermarket diesel. Following this, Rachel ensured she only filled up at stations like BP and Shell.

However, early this year the i30 ground to a halt again – this time on a motorway. Rachel took it to Hyundai dealer SG Petch Durham, where the filter was replaced for a second time. The dealer said fuel waxing was to blame.

Derek wasn't happy the fault had returned so quickly and did some digging on Hyundai forums. He told Auto Express: "We found lots of other

people having the same problem online. It's clearly a fault."

We spoke to Hyundai and were told it was aware of the problem, but it was an industry-wide issue which is unresolved and not restricted to Hyundais. A spokeswoman added: "We conducted investigations to make sure our products are operating as they should. We are confident that there is no manufacturing defect relating to fuel filter blocking."

The Society of Motor Manufacturers and Traders (SMMT) confirmed it was looking into the problem, saying it appeared to be a regional concern on makes and models of all ages. "SMMT continues to work with government and the fuel industry to identify the root cause of the problem," said a statement.

The Hyundai spokeswoman added: "We understand the frustration about filter blocking and will continue to support our customers and dealer network, even though it is not considered a manufacturing defect."

■ **ADVICE** What should you do if it happens to you?

THE SMMT advises motorists affected by the issue to keep their latest fuel receipt and report the problem to the retailer, noting the date and time of the incident so the issue can be tracked and eventually rectified. Take the car back to your dealer to get the filter replaced to avoid the danger of the car cutting out, too.

EU puts a stop to car clocking companies

THE EU has announced a ban on companies that offer to wind back the mileage on cars and other road vehicles. A Czech motoring organisation – an equivalent to the AA – pushed for the clampdown on mileage adjusters, which will come into force from mid-May 2018.

Under the law, offering services to change mileage – referred to as car clocking – will not be considered legal. Penalties already exist in the UK to ensure dealers don't sell clocked cars, and if a private seller knowingly sells on a clocked car they must disclose this.

David Bruce, director of AA Cars, said: "This will close a massive loophole that some dodgy car firms and owners were using legally to knock miles off the clock and push up the value of a vehicle."



Deterrents to driving while using a mobile phone are welcome

AE USING a mobile phone while driving was heavily targeted by the police when laws against it were introduced in 2004, and this crackdown seemed to impact on drivers.

Whether the approach has softened since, or there simply aren't enough traffic police on the road to target it – we reported a 23 per cent cut in traffic officers in Issue 1,358 – the number of drivers on their phones has increased.

Figures from the Department for Transport (Page 14) show that the amount of offenders dropped with the introduction of the 2004 law, and again when the £60 fine and three points punishment was set in 2007. Between intervention, though, numbers rose and the new £100 fine in 2013 had no impact.

So, what can we do? A new portable sign is being trialled in Norfolk that flashes when it detects drivers using a mobile. It might not have quite the same impact as points or a fine, but it'll certainly raise awareness with motorists.

However, I'd suggest that it needs to be rolled out across motorways as well as in towns and cities. You'll usually spot people on their mobile while stuck in traffic, but it's alarming how many chat while travelling down a major road at 70mph.

After all, anything that can convince the general public of the folly – and potential danger – of using a mobile phone while at the wheel has to be a significant step in the right direction.

Chris_Ebbs@dennis.co.uk
@AE_Consumer

"It's alarming how many people use a mobile phone while doing 70mph"

Surge in winter tyre demand hits supply

■ Driver unable to replace flat as Continental has sold out



Joe Finnerty

MORE and more drivers have followed Auto Express' advice and switched to winter tyres to battle the freezing UK temperatures and poor weather. But it's left a major tyre retailer out of stock.

Martin Stockdale, from Preston, Lancs, bought a set of Continental WinterContact TS850s for his wife's Renault Clio. Unfortunately, after two months, one got a puncture and, as it was on the sidewall, the damage was unrepairable.

Martin called Continental, which said it wouldn't have any replacements available until April, forcing him to buy a pair of Goodyear Ultragrip 9 tyres. This left the Clio fitted with differing brands.

We contacted Continental to see what the delay was. A spokesman said: "The UK has an increased awareness of winter tyres and associated benefits when temperatures dip below seven degrees."

"With strong demand in Europe and due to us coming to the end of winter season production, it is unfortunate we were unable to supply a replacement. We always strive to assist our customers and apologise that we could not supply the tyres."

Conti TS850 performed well in our winter tyre tests, but maker is now out of stock



DRIVING DOCTOR Paul Ripley
www.drd.uk.com @drpaulripley

■ **WHEN driving in low light conditions during winter, it's important to use the safety rule of 'see and be seen'.**

Many drivers think they'll drain their battery by turning on their lights during dusk and dawn, so leave it until the last minute before switching them on. It makes safety sense, though, to turn your lights on early so you'll be seen by other road users. If they see you, they'll take you into their decision making process.

TOP TIP: Be the first to switch on your lights in low-light situations.

■ **SWAPPING PENALTY POINTS**
ONE in 10 drivers has offered to pay friends or relatives to take their penalty points, a study has revealed. Motorists admitted they'd done so to keep a clean licence and avoid a lengthy driving ban.

Despite the high-profile case of former cabinet minister Chris Huhne and ex-wife Vicky Pryce swapping points leading to a jail term, one in 20 said they'd agreed to take the fall. The figures, released by Confused.com, revealed 70,158 drivers are just three points away from a ban.

■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade
Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:
0800 023 4567

Safety concerns/recalls

Vehicle and Operator
Services Agency (VOSA):
0117 954 3300



Inbox What do you think?

Contact **Joe Finnerty**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing,
30 Cleveland Street, London W1T 4JD



Touchscreen and hi-tech interior give XC90 a real wow factor, say readers

HOT TOPIC Volvo XC90 driven

FROM: jetronic63 I THINK this is a genuinely impressive car. It manages to strengthen the Volvo identity while looking modern and individual. The strategy of reducing the button count inside seems to have been well executed with the touchscreen. The battle this car will have is with the concept of four-cylinder engines in a premium vehicle, which may be a problem in the US, for example. I find that these days I'm bored by BMW interiors, horrified by Mercedes exteriors and indifferent to Audi design. I hope the XC90 does well and secures Volvo's future. On the strength of this effort, it certainly deserves to.

Join the debate at www.autoexpress.co.uk

■ "I think this has lost the visual 'oomph' of the original model. It looks a bit like a fridge on wheels. Shame." **Mr J**

■ "The best interior in this market, combining cool with class. Even Range Rover must sit up and take notice." **antonyr**

■ "It looks good, but the lack of a decent 3.0-litre diesel engine in the line-up makes it a non-starter for me." **Andy**

Mégane not worth occasional thrills

FROM: Ian Neal WHAT a waste of money the Renaultsport Mégane 275 is (Issue 1,357). Hot hatches spend most of their time on the road, making a horrible daily drive. Considering it has no luxuries, the weight is unimpressive, too. My wife's MINI has a similar power-to-weight ratio, yet has climate control and a stereo. I'd prefer a VW Golf R and £4k in the bank.

Style can't make up for Fiat problems

FROM: Peter Raddcliffe EDITOR-in-chief Steve Fowler praised Fiat in many ways (Issue 1,357), but I'm not so sure. I have a 2009 Ford Ka and while the Ford parts seem okay, the Fiat parts, other than the good engine, have caused us trouble. The result is that I would not buy a Fiat vehicle, or a vehicle with any Fiat parts. Style and cuteness are not what matter.

New vs old car parts highlight price hike

FROM: Geoff McAuley I WAS astounded to read about the owner and his Honda Civic whose frozen wipers caused £1,600 worth of ECU damage (Watchdog, Issue 1,357). A couple of winters ago, the wipers similarly froze on my 1952 Jowett Javelin. Result? A blown fuse costing 25p to replace. Progress?

Insurers punish for added safety items

FROM: Rex Breach I RECENTLY had two safety items, supplied and fitted by a dealer, added to my car. Knowing how touchy insurers are, I contacted them immediately. They told me I'd need a new policy and that it would cost £80 more. What's happened to common sense? I've made my car safer, yet I'm punished for it.





What's in a name?

F-PAGE, BENTAYGA, KADJAR... HOW DIFFICULT IS IT TO THINK UP A NAME FOR A NEW CAR? WE SPEAK TO THE EXPERTS TO FIND OUT



Jack Rix
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@jack_rix

AE THERE is a man who spent five years ensuring the crease down the flanks of the current SEAT Leon was as sharp as possible – I know because I've met him. And he's not alone; there are countless other engineers and designers employed to lavish incredible attention to detail on a car's mechanicals and design – from the click of the indicators, to the smell of the seats.

What a car is called, it turns out, takes just as much thought. Car names have shot into the limelight recently thanks to a trio of dubious badges – step forward the Bentley Bentayga, Jaguar F-Pace and Renault Kadjar. But what exactly goes on behind the scenes to arrive at a pivotal decision? We asked the three manufacturers to explain themselves, and tracked down a man to whom many car makers turn when internal ideas have run dry.

"Typically, a manufacturer gets in touch three years before a car's launch," explained Ira Bachrach, founder of San Francisco-based name consulting firm NameLab. "Back in the eighties, Honda decided it wanted to come up with a larger car, with finer engineering. It came to us after struggling internally,

"WITH EVERY MANUFACTURER, IT TAKES US A WHILE TO GET RIGHT TO THE ROOT OF WHAT THEY WANT TO SAY WITH A PARTICULAR CAR"

Ira Bachrach Founder of NameLab



"WE PRESENT A LIST OF NAMES TO THE BOARD AND THEN LEAVE IT, BECAUSE IT'S REALLY IMPORTANT THAT YOU DON'T JUST GIVE YOUR INITIAL REACTION"

Kevin Rose Bentley sales and marketing boss

NAMING THE FRANKENCAR



YOU might remember back in Issue 1,313 we created something affectionately nicknamed the Frankencar. By asking Auto Express staff for their favourite bits from various models, we pieced together something that was, in theory, pure perfection, but in reality looked anything but. We tasked Ira Bachrach with devising a name suited to the car's 'unique' style.

MASH-UP

"A name should express what it looks like and it's just this, a mash-up. However, it's also a modern name, it's strange, it would shake people up a bit."

DA BOMB

"This is a phrase that's used all over the world, even throughout Africa. It suggests performance and youth, it's in your face – but this is an 'in your face' kind of vehicle."

PAFEKUTO

"It means perfect in Japanese and you're trying to make a perfect car. Again it's very in your face, but taking its inspiration from Japan is immediately good for attracting young buyers."

ÜBERSETZUNG

"A German word meaning to take different qualities from one particular area. You don't want this word to be smooth, this isn't a car for mum and dad."

and an ad agency had failed. We were told Honda saw German cars as the best, so we looked at what connected perceptions of German cars – it turned out it was the higher engineering content. We pitched that, they liked it, so we came up with Acura, which was based on the Latin word for accurate or precise.

"I was asked to present the new name at a dealer conference – these were the guys who were going to have to spend all that money extending and changing their dealerships. And when it flashed up on the screen, the room fell silent. Turns out they loved it, not because of what it meant, but because it would be first in the Yellow Pages for car manufacturers."

Sounds pretty straightforward, right? As it happens, the modern technique for naming cars is far more scientific than you might think, as Bachrach attempted to explain to us. "With every manufacturer, it takes us a while to get right to the root of what they want to say with a particular car. Once we have a good description of

"ONE OF THE MOST IMPORTANT DECISIONS FOR MAKERS IS WHETHER TO GO WITH A NAME OR NUMERICAL TAG"

what a new car is all about, we find all the possible related morphemes. A morpheme is a fragment, meaning or root of a particular word.

"All these morphemes are then fed into a computer that comes up with a list of all the possible combinations. We pick the best ones from that list and present them to the manufacturer."

Kevin Rose, sales and marketing boss for Bentley, can shed some light on the process from the manufacturer's viewpoint. "We work with a specialist in naming products. We give them a brief and they

usually go away and look at different influences – geography, architecture and history of the brand and historical names from the company's past.

"They usually come back with about 12 or 18 possibilities, which we discuss and get down to a shortlist of five or six. At that point, we present them to the board and then leave it, because it's really important that you don't just give your initial reaction." It's an interesting



"WE EVEN TOYED WITH THE IDEA OF CALLING IT X-TYPE... I WAS BRAVE ENOUGH TO GO FOR X-TYPE, BUT THERE WERE A LOT OF OTHER PEOPLE WHO WEREN'T"

Ian Callum Jaguar design director, on the F-Pace

technique that Rose describes – presenting a name to the board, but waiting weeks before you ask for their reaction. How often have you heard a new car name, hated it, but then a few months later it's become so intrinsically linked with the product in question that you couldn't imagine it being anything else?

Rose continued: "After that process, this [Bentayga] was the clear choice. And then there were copyright checks and linguistic checks. Plus, we clinic it in core markets and then confirm that it's legal to use the name, and that it doesn't cause any problems. We liked that we can have the first four letters of Bentley in the name. But we'll see what reaction we get."

One of the important decisions is whether to go for a name or a numerical tag. BMW, Mercedes and Audi have all made numerical naming systems synonymous with their cars, something that Bachrach says gives them an emphasis on engineering. But Renault sees things a little differently.

Michael Van Der Sande, senior vice president (worldwide marketing), said: "Every manufacturer is different. Some are in the camp of the numbers and others in the camp of the names. We are in the camp of names. It instills emotion and that's something a number can never do."

"But we cannot simply come up with a name and be done with it. It cannot be an irrational choice, it has to be descriptive of the vehicle it is attached to and portray the personality of the car."

Secrecy is also key. Bachrach refused to talk about any manufacturers he had current contracts with, and Van Der Sande told us why: "The name is decided about two years before the car is unveiled. And at this point there are only 100 people in the world who will know what it will be called. Even internally and in the workshops, we will refer to the car by its codename, not its production name."

Of course, not every name is always on the shelf.

Audi is currently locked in a battle with Alfa Romeo to buy the Q2 and Q4 names, to round off its SUV portfolio, but Alfa is unlikely to budge. Jaguar, too, was hampered by ghosts from the past when it came to naming its new F-Pace SUV, as design boss Ian Callum revealed.

"We played with the letter X a lot – XQ was one option, but we felt Q is too much of an Audi thing, and of course Aston

"AUDI IS CURRENTLY LOCKED IN A BATTLE WITH ALFA ROMEO TO BUY THE Q2 AND Q4 NAMES TO ROUND OFF ITS SUV PORTFOLIO"



"THE NAME IS DECIDED ABOUT TWO YEARS BEFORE THE CAR IS UNVEILED... AND AT THIS POINT THERE ARE ONLY 100 PEOPLE IN THE WORLD WHO WILL KNOW WHAT IT WILL BE"

MICHAEL VAN DER SANDE
senior VP, worldwide marketing, Renault



Martin uses Q. We even toyed with the idea of calling it X-Type. Had there not been an X-Type in the past it would have been a good choice. I was brave enough

to go for X-Type but there were a lot of other people who weren't."

It seems the only certainty when it comes to naming a car is that you can't please all of the people, all of the time. And with the number of niches soaring in recent years, manufacturers are going to have to dig even deeper to find names that pique buyers' interest, without putting them off.

TOP EIGHT DUBIOUS CAR NAMES

AS VOTED FOR BY YOU



MANUFACTURERS don't always get names right. We asked you to vote on some of the worst on autoexpress.co.uk. Here's how you voted...

ISUZU MYSTERIOUS UTILITY WIZARD

The three-door Isuzu MU Wizard was introduced in 1990 and ceased production in 2004.

MAZDA BONGO FRIENDEE ^(ABOVE)

The Mazda Bongo Friendee was introduced in 1995 in Japan. It's an eight-seater MPV with some models featuring Mazda-fitted kitchens installed within the car.

MITSUBISHI MUM 500 SHALL WE JOIN US?

Yes, even the question mark made it on to the back of this quirky three-cylinder Mitsubishi.

MITSUBISHI MAUS

This is actually an abbreviation for the Mitsubishi Active Urban Sandal. At just 2.5 metres long, this minicar concept from 1995 would have been a rival for the Smart ForTwo.

GEELY RURAL NANNY

Only available in Australia, the Geely is a sub-compact pick-up truck, introduced in 2004 as a two-door delivery vehicle called the "Urban Nanny" or "Rural Nanny", depending on kit.

MITSUBISHI PAJERO

In South America, Pajero has the unfortunate literal translation of "tosser". Despite being discontinued in the US in 2006, it's sold as the Shogun here in the UK.

SUBARU BRAT

Released in 1977, the Brat was a four-wheel-drive pick-up truck based on Subaru's compact DL and GL models.

DAIHATSU NAKED

Built between 2000 and 2004, it featured ridges in the doors and exposed hinges and bolts, said to make the car appear "rugged".



THE NEW ŠKODA FABIA

THE GREAT ESTATE

THE FABIA ESTATE IS SETTING A NEW BENCHMARK FOR PRACTICALITY IN A SMALL CAR

If you want a lot of space from a small car, the ŠKODA Fabia should be on your shortlist. But if maximum carrying capacity is your priority, then there really is only one model worth considering – the new Fabia Estate.

Over the years, ŠKODA has led the way as a pioneer in the supermini-estate class, and its latest model sets new benchmarks. It combines all the Simply Clever features you'd expect of a ŠKODA with the sort of carrying capacity you wouldn't think possible from such a compact offering.

Bootspace checks in at 530 litres – 200 more than the Fabia hatch. Fold the rear seats down, and the maximum capacity rises to 1,395 litres, a figure that shames some family car estates from the class above.

And loading your shopping has never been more straightforward, as all this space is easy to access, with the tailgate opening to a height of 1,900mm, and 1,028mm wide. Plus, a low sill of 611mm means you won't struggle to lift items into the boot.

Like the hatch, the Estate cuts a stylish figure, and it's larger than its predecessor, too – in tandem with losing weight, as it's up to 65kg lighter than the previous model. (by 21mm and 9mm respectively).

Impressively, though, it's achieved this – and boasts a stronger construction, too – in tandem with losing weight, as it's up to 65kg lighter than the previous model. This has obvious benefits, of course,



PRACTICALITY

Rear seats fold to increase space to 1,395 litres, while low sill aids loading and flexible storage compartment can take small items. There's loads of room in rear, too, plus MirrorLink for Android phones

in terms of fuel economy and emissions, with the all-new Estate now 17 per cent more efficient than its predecessor.

And there is plenty of choice in the range, with five engines and three trim levels available. Petrol fans can choose between the 74bhp three-cylinder 1.0-litre MPI and 1.2-litre TSI (with either 89bhp or 108bhp), while those who prefer diesel can opt for the 1.4 TDI, which comes with either 89bhp or 103bhp. Manual and DSG automatic transmissions are both offered.

Like plenty of equipment? With three trims on offer – S, SE and SE L – buyers are spoiled for choice. All S models come with six airbags, DAB digital radio, Stop-Start and Bluetooth as standard, while SE adds air-con, alloys, MirrorLink – which shows your Android smartphone's screen on the infotainment screen – and black roof rails. SE L models add climate control, keyless stop/start and cruise control.

But the best news of all is that you can have a Fabia Estate for only £12,460, ensuring it's that rarest of beasts – a car big on space, but with a small price tag.

ŠKODA



See more at autoexpress.co.uk/skoda-fabia

www.autoexpress.co.uk



Pete Gibson



Mercedes-AMG C 63 S

FIRST DRIVE Behind the wheel of storming new 503bhp V8 supersaloon that can blend in



James Disdale

James_Disdale@dennis.co.uk

AE IF your idea of a supercar is a low-slung, exotic two-seater with a mid-engined layout and wild styling, then the new Mercedes-AMG C 63 S will set your head spinning. Here's a car that wraps a thumping 503bhp V8 engine into a sensible saloon body and can carry a family of five in comfort.

Of course, the concept of a souped-up family saloon is nothing new, but this all-new second-generation C 63 aims to be the fastest and most thrilling yet. Featuring a tweaked version of the sophisticated twin-turbo V8 that made its debut in the stunning Mercedes-AMG GT, the muscular newcomer is available in either standard 469bhp trim, or in wild 503bhp S guise, as driven here.

Both models promise astounding performance, with the latter sprinting from 0-62mph in a blistering four

seconds flat and, if you opt to have the speed limiter removed, hitting 180mph.

Yet what's really remarkable about this car is that AMG engineers have managed to combine this acceleration with claimed economy of 34.5mpg and CO₂ emissions of 192g/km.

Despite packing such a hefty punch, though, the C 63 S doesn't shout about its potential in the same way as rivals such as the BMW M3. In fact, at a glance you'd be forgiven for mistaking the newcomer for a standard C-Class. Look closely, though, and you'll spot the deeper front bumper, which takes its cues from the larger E 63, the subtle power bulges in the bonnet, and the neatly flared front wheelarches which

cover a front track that's 31mm wider than the standard car's. Meanwhile, at the rear, you'll discover the well integrated quad exhaust set-up.

Changes to the interior have been kept equally low key, with the biggest updates being the addition of a bespoke AMG instrument cluster, a thick-rimmed flat-bottom steering wheel and a pair of heavily bolstered sports seats. The rest of the cabin is pure C-Class – with slick design, plenty of standard kit and a top-quality finish. It's reasonably roomy, too, with decent head and legroom for those sitting in the back, plus a 480-litre boot. If you need more room, you can pay £1,200 extra for a practical Estate version. However,

“Despite packing such a hefty punch, the C 63 S doesn't shout about its potential”



36 MODEL S P85D
We blast off in sizzling new Tesla, which claims 0-60mph in 3.2 seconds.

39 220d CONVERTIBLE
First UK drive of BMW's new 1 Series-based diesel soft-top.

40 CORSA DIESEL
New 1.3 CDTi promises 85mpg in Vauxhall baby. But does it deliver?

42 MAZDA CX-5
Mid-life facelift aims to keep SUV on top. We see if it's a success.



"It doesn't matter what gear you're in, the slightest prod of the throttle will catapult the C 63 down straights"



into the background

Essentials

Mercedes-AMG C 63 S

Price:	£66,545
Engine:	4.0-litre V8 twin turbo
Power/torque:	503bhp/700Nm
Transmission:	Seven-speed twin-clutch auto, rear-wheel drive
0-62mph:	4.0 seconds
Top speed:	155mph
Economy:	34.5mpg
CO₂:	192g/km

ON SALE Now



ALLOY WHEELS At first glance, you could mistake the C 63 S for a standard C-Class. But 19-inch AMG alloys, power bulges in the bonnet and flared front wheelarches give away car's real identity

BACK SEATS There's space in the rear to accommodate three adults, with a decent amount of head and legroom. Transmission tunnel eats into foot space for those seated in the middle, though



Running costs

34.5mpg (official)
£65 fill-up



Performance

0-62mph/top speed
4.0 seconds/155mph



HANDLING Straight-line acceleration is blistering, while in bends the newcomer is agile and poised, with plenty of grip, thanks to lower suspension, stiffer springs, adaptive dampers and a limited-slip differential

NEED TO KNOW...

"Standard C 63 costs £89,795 and boasts 469bhp and 660Nm of torque. An extra £6,780 buys the 503bhp S. Estates add £1,200"



Seats hold you firmly; exhausts sound great



most C 63 owners are more interested in pace than space – and on that point, the newcomer doesn't disappoint.

By cleverly packaging the 4.0-litre engine's two turbos in the "V" between each bank of cylinders, AMG has created an engine that's more powerful and efficient than before, yet has lost none of the responsiveness or appetite for revs that marked out the old car's naturally aspirated 6.2-litre V8. Twist the key in the ignition and the bi-turbo powerplant bursts into life before settling down to a burbling idle.

As you'd expect from a car that delivers 700Nm of torque at only 1,750rpm, performance is electrifying. It doesn't matter what gear you're in, the slightest prod of the throttle will catapult the Mercedes down the straights. Few cars at any price feel as potent in the real world as the

C 63 S. Even better, the engine backs up this incredible performance with an equally impressive soundtrack, particularly if you specify the £1,000 optional sports exhaust. At low revs there's a bassy V8 rumble, but close in on the 7,000rpm red line and you're treated to a full-blooded bellow. Lift off and the four exhausts emit a pleasing gurgle and pop on the overrun.

The only negative is the seven-speed automatic gearbox. It's smooth and delivers quick changes most of the time, but it can be a little slow to respond to the gearshift paddles when you want really fast changes.

So the C63 is fast and loud in a straight line, but does it deliver in bends? AMG has worked hard on the suspension, which is 25mm lower and features stiffer springs, thicker anti-roll bars and adaptive dampers. The



EQUIPMENT Dashboard is dominated by an 8.4-inch tablet-style screen. Switches allow you to adjust exhaust note volume as well as toggle through various driving modes, transmission and traction control



INTERIOR Cabin oozes premium quality and features a thick-rimmed, flat-bottom steering wheel, complete with gearshift paddles, and AMG badging

NEED TO KNOW...
"AMG engineers have cleverly packaged the 4.0-litre engine's two turbos to create a more potent, efficient powerplant"

electrically assisted steering has also been recalibrated, while drivers can choose from Comfort, Sport, Sport+ and Race driving modes. Finally, a limited-slip differential – mechanical on the C 63 and electronically controlled on the S – helps put all that power down on the road.

The good news is that all this hard work has paid off, because the C 63 feels incredibly poised and agile. The steering is direct and naturally weighted, plus there's loads of grip to lean on, even during extreme cornering. Body control is excellent, too, particularly with the dampers in their sportiest settings, while the traditional rear-wheel-drive layout allows you to adjust the car's line using a combination of steering and throttle.

Of course, with so much power and torque on offer you need to be cautious with throttle applications out of slower bends, but the three-stage stability control system cuts in smoothly to keep any wayward behaviour in check. Switch the safety aids off, however, and it's possible to indulge in smoky tailslides.

When you want the fun to stop, the powerful brakes bring the C 63 to a halt in an eye-poppingly short distance. For even greater stopping power, the S can be fitted with £4,285 fade-free carbon ceramic brakes.

If you're wanting to travel at a more sedate pace, the C 63 S is transformed into a relaxed cruiser at the touch of a button. The ride is a little firm over bumpy surfaces, but road and wind noise are well suppressed, plus the mighty V8 settles down to a background hum. This really is a supercar for all seasons, and all occasions.



With safety aids off, the C 63 is keen to tailslide; styling is subtle; boot space is a generous 480 litres



Auto Express Verdict

ON this showing, the C 63 S sets a new benchmark for supersaloons. As with its predecessor, it's fun to drive and packed with character, but the new 4.0-litre engine raises its performance potential to another level. Better still, the blistering acceleration goes hand-in-hand with lower running costs. Factor in decent practicality, top-notch quality and the availability of an Estate version, and the AMG is almost unrivalled in this class.



NEED TO KNOW...

"C 450 debuts 4MATIC all-wheel-drive transmission on the C-Class in UK, but it will feature on other C-Class models later in 2016"



Performance

0-62mph/top speed
5.0 seconds/155mph



Essentials

Mercedes C 450
AMG Sport 4MATIC

Price: TBC

Engine: 3.0-litre V6 twin-turbo

Power/torque: 362bhp/520Nm

Transmission: Seven-speed auto, four-wheel drive

0-62mph: 5.0 seconds

Top speed: 155mph

Econ/CO₂: 36.6mpg/180g/km

ON SALE Summer 2016



PRACTICALITY With the seats up, the Estate version boasts a load space of 490 litres. This extends to 1,510 litres with the rear bench folded

Mercedes C 450 AMG Sport

FIRST DRIVE Thrilling V6 Estate gives a taste of full-fat AMG model



James Disdale

james_disdale@dennis.co.uk

IF your budget doesn't stretch to a C 63, then Mercedes could have the answer in the form of the new C 450 Sport 4MATIC saloon and Estate models. Designed to bridge the gap between the standard C-Class models and the V8-powered flagship, the newcomer aims to distil some AMG magic into a more cost-effective package.

Not that the C 450 is a humdrum machine. Look past the subtly sporty looks and you'll find a 362bhp 3.0-litre V6 twinned to Mercedes' grippy 4MATIC all-wheel-drive transmission. More importantly, the suspension, brakes and steering are carried over from the C 63.

On the move, the C 450 lacks the thrills of the C 63, but it's vastly better than the standard C-Class. The steering is direct and accurate, the dampers do a good job of controlling body roll and there's lots of grip – the 4MATIC system delivers terrific traction out of slower bends. Yet thanks to a torque split that sends 67 per cent of the engine's effort to the rear wheels, the C 450's attitude can be subtly adjusted using the throttle.

The new engine is a highlight, too. It can't match the C 63 for firepower, but with 520Nm of torque and a 0-62mph time of 5.0 seconds (4.9 seconds for the saloon), the newcomer is no slouch, plus the twin-turbo unit delivers a sporty growl when extended.

Turn the AMG Dynamic Select control to Comfort and the C 450



Red stitching adds racy flourish to the upmarket cabin; high-gloss double-spoke alloys provide a sporty look

settles down to a quiet cruise. The ride is a little stiff over broken surfaces, but otherwise it's relaxed and refined. This impression is heightened by an interior that majors on upmarket premium appeal – although a bright red finish for the steering wheel stitching and seatbelts adds a racy flourish.

And the C 450's credentials as a cut-price AMG are boosted by fuel returns of 36.6mpg and emissions of 180g/km for the Estate, and 37.1mpg and 178g/km for the saloon.



STYLING C 450 Sport is marked out by a single silver chrome bar, with centrally positioned badge, and stylish diamond pattern radiator grille



ALL-WHEEL DRIVE 4MATIC transmission delivers superb traction through bends, and is twinned to a 362bhp 3.0-litre V6 powerplant



Verdict

THE C 450 doesn't arrive in UK showrooms until 2016, but it will be worth the wait. Thanks to its AMG tweaks, it's faster and more entertaining than an Audi S4, yet it loses none of the refinement of the standard C-Class, and the 4MATIC transmission adds extra all-weather peace of mind. As an effortless and engaging upmarket executive express, this Mercedes takes some beating.





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NEED TO KNOW...
 "A1 can be personalised with special colours and contrasting rooflines, although the options list isn't quite as extensive as MINT's"



Essentials

Audi A1 1.6 TDI S tronic Sport

Price:	£20,900
Engine:	1.6-litre 4cyl turbodiesel
Power:	114bhp
Transmission:	Seven-speed auto, front-wheel drive
0-62mph:	9.4 seconds
Top speed:	124mph
Economy:	76.3mpg
CO₂:	97g/km

ON SALE Now



PRACTICALITY Boot is just eight litres smaller than a MINI five-door's, at 270 litres, although when you fold the rear seats the A1 trails by 28 litres



James Batchelor

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 @JRRBatchelor

Audi A1

FIRST DRIVE Refreshed supermini maintains style while offering buyers more for their money

AE THE Audi A1 has been bringing sophistication and style to the premium small car class since 2011, but things move quickly. In response to the new MINI raising the bar, Audi has updated its smallest model.

While you'll struggle to notice the subtle changes to the bumpers, lights and grille, Audi has spent more of its time on the important bits – improving the engine line-up and adding more kit for your money. Grabbing the headlines is a new 1.0-litre three-cylinder petrol, as it's the first-ever three-cylinder in the brand's UK range, but this four-cylinder diesel has the lowest running costs.

Audi has fine-tuned the 1.6 TDI to give an extra 10bhp, so it now serves up 114bhp and delivers 0-62mph in 9.4 seconds and a 124mph top speed. Happily, more power comes hand-in-hand with improved running costs. Opt for an A1 in SE or Sport guise with a five-speed manual box, and it claims 80.7mpg economy and CO₂ emissions of just 92g/km – meaning road tax is free. Go for the new seven-speed S tronic automatic box, and the figures still impress, at 76.3mpg and 97g/km.

It's the latter we got to grips with for the first time in the UK. The seven-speed box works well with the diesel, making swift changes and adding to the refined driving experience. There's loads of power for easy overtaking, and at any speed or revs, the cabin is hushed.

So, we've established that the car is relaxing, but it's not particularly exciting. Even after going through the different modes on offer in the now standard Drive Select system, it's clear that Audi has plumped for predictable and safe handling over anything sporty. This won't worry most A1 buyers, however,



Cabin feels as luxurious as ever, but gets more kit, while on the road the Audi is a relaxed cruiser

as the old car's attractive and well built cabin remains with all trims – SE, Sport and S line – and gains extra equipment.

For example, collision brake assist is now a standard feature across the range, while S line models come

equipped with xenon headlamps with LED daytime running lights thrown in.

Prices range from £15,390 to £18,905 for the 1.6 TDI, but while the seven-speed box makes the A1 relaxing, we'd stick with the slick manual and save £1,540.



REAR SEATS Buyers who need extra room should go for the five-door Sportback (above). Legroom is adequate, but headroom is tight



FINISH Tactile surfaces and a simple, uncluttered dash design give A1 a classy, high-quality feel

Verdict

THE pre-facelift A1 still felt like a pretty fresh package, which is why Audi has approached this revise with a light touch. Styling changes are easy to miss, but tweaks to the engine and kit list bring more value to buyers, and that's always welcome.

We love this refined and super-economical diesel engine, but save some money and stick with the manual box over the auto.



Essentials

Tesla Model S P85D

Price:	£79,080 (after £5,000 Government grant)
Drivetrain:	Dual electric motor
Power:	682bhp
Transmission:	Single-speed auto, four-wheel drive
0-60mph:	3.2 seconds
Top speed:	155mph
Range:	300 miles
CO₂:	0g/km

ON SALE Now



PRACTICALITY P85D offers masses of space. There's a 774-litre boot, and folding the rear seats swells this to 1,645 litres. Plus, as there's no engine, you get a front boot, called 'frunk', with an extra 150 litres



EQUIPMENT As with most cars in this price range, the P85D can be personalised. Premium pack adds ambient lighting and the Nappa leather (in our test car) for £2,900



Huge touchscreen controls all functions, including ride height and brake regeneration



James Batchelor

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AE TESLA may be a small car company compared to the likes of Ford, VW or Toyota, but it has big ambitions. One of founder Elon Musk's main goals is to prove electric cars can have supercar-rivalling performance, yet retain all the benefits of zero-emission motoring.

This is the latest product of that vision: the Model S P85D – an electric car with 682bhp that can do 0-60mph in 3.2 seconds. Supercar fans will notice that's as quick as a McLaren F1, which Musk claims was the benchmark when establishing acceleration times. And yet it boasts a theoretical 300-mile range, seats five (seven if you specify the two boot seats) and has Mercedes-like luxury.

The secret to the P85D's immense power lies with its two electric motors. A 464bhp electric motor on the back axle powers the rear wheels, while up front, Tesla has added a smaller motor with

218bhp on the front axle to drive the front wheels. It makes the P85D four-wheel drive and capable of travelling on all road conditions, including snow.

Climb in and pull down the Mercedes-derived column gearchange selector to 'D', and you're good to go. Touch the throttle and you're thrown back in your seat with the only noise being a high-pitched whistle from the electric motors.

A few prods on the tablet screen in the centre of the dash and the driver can change the ride height, severity of the brake regeneration and a multitude of other functions. It's also here where you can switch the P85D's acceleration from 'Sport' to 'Insane'. Do that and you're not only flung back into your seat, but your neck snaps back into the headrest as you ride on the electric motors' full power.

As you race to 60mph, your body is put through 1g, such is the severity of the dual motors unleashing their arsenal. The sensation is made all the more 'insane' by the fact there's no engine

NEED TO KNOW...
"Despite its 682bhp power output, the P85D's 300-mile range is only 10 miles shorter than the 85D's. The latter's 371bhp is still admirable, too, and it costs nearly \$14k less than this flagship"



In slippery conditions, four-wheel drive sends power to the wheel that needs traction most

Tesla /

FIRST DRIVE Top-of-

"This Model S is as quick as a McLaren F1, which was used as the benchmark for acceleration"



Big alloys hide red brake calipers, but nothing prepares you for the performance on offer



NEED TO KNOW...
 "Huge output is explained by separate motors on front and rear axles, which give Model S 4WD – so it can handle snow"

Model S P85D

the range saloon is the world's fastest-accelerating electric car

Performance

0-60mph/top speed
 3.2 seconds/155mph



Electric motor

Power/official range
 682bhp/300 miles



noise to accompany it. But straight-line speed isn't the Tesla's only forte.

As the four-wheel drive shuffles power to the wheel that needs traction most, the P85D handles well, too. The car's natural style is to stay flat through corners; carry too much speed into a bend and the front washes wide, but it's only natural for a car weighing over 2.2 tonnes. The steering is weighty and while it's not the last word in precision, the P85D is a credible sports saloon.

Once you've stopped pretending you're Lewis Hamilton, the P85D behaves like a luxury car. Inside, it stands out from the crowd thanks to some neat design touches, like the swooping aluminum door handles and of course the 17-inch touchscreen which acts as the 'heart' of the car. Standard equipment includes 19-inch wheels, red brake calipers

and Alcantara headlining, but there's a host of option packs.

Tesla claims a range of 300 miles, and recommends overnight charging. It's rolling out more of its Supercharger stations across the UK – these top up the batteries by more than 50 per cent in around 20 minutes for free. It can also sell you a second on-board charger, doubling the rate of charge, for £1,250.

The P85D tops the Model S range, at £79,080 after the £5,000 Government grant. That's nearly £14k more than the 371bhp 85D, which still does 0-60mph in 5.2 seconds – so potential buyers would have to really value the extra grunt.

Still, for those who want to brag about having the world's fastest-accelerating electric car, and who have faith in the UK's developing charging infrastructure, the P85D will be the best car money can buy.



Verdict

AS the Model S P85D is an all-electric car, it does have a major flaw: the UK's under-developed electric car charging network. But with 682bhp, this model is such an incredible feat of technology, it's impossible not to be amazed. Boasting immense power, luxury to rival Mercedes and the promise of more Tesla-dedicated charging points, the P85D pushes the boundaries of electric motoring. It's arguably the first electric car a petrolhead can get excited about without feeling guilty.





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NEED TO KNOW...
 "The 220d is available in Sport, Luxury and M Sport spec, but not entry SE trim. Luxury is £1,000 extra, M Sport £1,380"

BMW 220d Convertible

New cars

Essentials

BMW 220d Sport Convertible

Price:	£29,965
Engine:	2.0-litre 4cyl turbodiesel
Power:	187bhp
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	7.5 seconds
Top speed:	140mph
Economy:	60.1mpg
CO₂:	124g/km

ON SALE Now



EQUIPMENT All Convertibles get a 6.5-inch screen and iDrive as standard, as well as Bluetooth, auto air-conditioning and DAB radio



PRACTICALITY With the roof up, boot space stands at a very usable 335 litres. This drops to 280 litres with the top stowed away, though



DESIGN New car is 72mm longer and 26mm wider than predecessor, with rear deck and sharp creases giving it a low, sleek appearance

Verdict

AN enticing mix of performance and efficiency means the 220d is the 2 Series Convertible to go for in the real world. The engine is urgent and smooth, and the grippy chassis delivers fine handling. It's also comfortable and refined, particularly with the roof up. On top of all this, it looks fantastic – if you're after style, substance and low running costs, the 220d drop-top fits the bill.



65.6mpg and 114g/km – but sports cars aren't always all about the numbers.

BMW's traditional rear-drive layout means the 2 Series Convertible's chassis is well balanced, with accurate steering and lots of grip to lean on. Opt for our car's £625 adaptive M Sport suspension and you can also firm up the dampers. Sport mode is just about acceptable for gnarled UK roads, but big bumps do make the open-top shimmy slightly, so it's best to leave it in Comfort for a softer, more composed ride.

One issue we do have is the two small rear seats. You won't be able to accommodate adults back there, but at least they free up space – the 335-litre boot gives the 220d decent practicality. If you're after an everyday, economical convertible for an occasional open-top blast, the 220d makes sense.

PAGE 90: 220d Coupé vs Audi TT Ultra

BMW 220d Convertible

FIRST UK DRIVE Compact soft-top majors on style and efficiency

Sean Carson
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 @carbitrator

AE If you wanted a compact cabriolet in the past, finding one with style, substance and low running costs wasn't an easy job. However, with the new BMW 220d Convertible, and rivals such as the Audi TT Ultra Roadster, the idea of a diesel soft-top sports car isn't quite so far fetched as it once was.

Style is still all-important in the junior convertible sector, and by taking the roof off its 2 Series Coupé (tested on Page 90), BMW has added a dash of extra design flair – but it's also worked hard to improve refinement.

The new triple-layer roof is far quieter than on the old 1 Series Convertible, which means more relaxed motorway cruising, while its fully electric soft-top takes 19 seconds to raise or lower on the move, at speeds up to 31mph.

There's not much clatter with it up – although you'll know it's a diesel from the outside. However, the trade-off is solid performance. With 187bhp and 400Nm of torque available from the 2.0-litre four-cylinder turbodiesel, the 220d punches its way out of corners and through the gears, with a wide power band. The beautifully weighted six-speed manual box encourages you to rev the engine, too. If you do, BMW claims a 7.5-second 0-62mph time is possible.

You can have your cake and eat it, too, as on paper the 220d returns up to 60.1mpg and emits 124g/km of CO₂. This still isn't quite as good as the TT Ultra Roadster, which returns



Cabin is well kitted out, but the rear is tight; L-shaped tail-lights look classy



NEED TO KNOW...
"The pumped-up Corsa VXR will go on sale in May this year, packing a 202bhp 1.6-litre turbo engine"



Pete Gibson

Essentials

Vauxhall Corsa 1.3 CDTi

Price:	£15,980
Engine:	1.3-litre 4cyl turbodiesel
Power:	94bhp
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	11.9 seconds
Top speed:	113mph
Economy:	85.6mpg
CO₂:	87g/km

ON SALE Now



COMFORT Ride may be forgiving, but the Vauxhall's seats aren't. They lack support and are aggressive, while lumbar can't be adjusted



PRACTICALITY Corsa's 285-litre boot is a match for rivals', but a tall load lip restricts access. Rear seat space is generous, though



Vauxhall Corsa 1.3 CDTi

FIRST DRIVE Does diesel supermini justify price premium over petrol?



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AE FOR many, the appeal of the new Corsa will undoubtedly be its cheap and cheerful pricing, so the idea of asking buyers to fork out a whopping £16,000 for a 1.3-litre diesel model may be a little ambitious from Vauxhall.

However, if you like to limit trips to the pumps and are in the market for a frugal supermini, the new 94bhp 1.3 model is one of the cleanest around and the most efficient Corsa ever produced.

The engine – much like the car itself – isn't exactly all new. It's a development of the old 1.3-litre diesel, but it's now compliant with strict Euro VI emissions regulations, so emits 87g/km of CO₂ and claims an impressive 85.6mpg.

The old Corsa, powered by the same basic engine, was slightly uncivilised, but the more rounded and sophisticated set-up of the new model helps contain a lot of the vibrations and harshness that emanates from the diesel engine. The new model can't quite eradicate the diesel grumble, but refinement has been greatly improved.

As you'd expect from a diesel, there's plenty of shove from a standstill and strong in-gear pace, with 190Nm of torque hauling you from 0-62mph in 11.9 seconds. Despite the heavier engine in the nose, the Vauxhall is still nimble, with good body control and precise steering. The one criticism



Corsa's stylish cabin is tidy and user-friendly, while gearlever has a precise action



is the five-speed gearbox, as while it's slick and accurate, an extra ratio would make motorway cruising more relaxing.

The Corsa also rides like a bigger car, dealing admirably with larger undulations – much like the VW Polo. It does still lack the sparkle of the Ford Fiesta, however.

Perhaps what's more relevant, particularly for this diesel version, is that over a 100-mile round trip covering various road types, we only managed 53.1mpg. That's good, but a world away from its claimed 85.6mpg figure.

It's here where the argument for a diesel supermini crumbles. Vauxhall's all-new 89bhp 1.0-litre three-cylinder petrol engine is as flexible as the 1.3 CDTi, more refined and economical and a great deal cheaper. Plus, CO₂ emissions of 100g/km mean the petrol is free to tax.



Auto Express Verdict

AS diesel superminis go, the new 1.3 Corsa is certainly up there, running the VW Polo close for refinement and the Ford Fiesta for entertainment. Claimed economy figures must be taken with a pinch of salt, though, and the diesel is only ideal if you do a lot of miles on the motorway. Otherwise the 1.0-litre petrol is the one to go for.



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Running costs

54.3mpg (official)
£63 fill-up



Performance

0-62mph/top speed
8.8 seconds/129mph



Mazda CX-5

FIRST DRIVE Classier cabin, new tech and styling tweaks give crossover a major boost



Richard Ingram

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AE WE'VE been big fans of the Mazda CX-5 since it went on sale in 2012, thanks to its fun-to-drive character and affordable running costs. Three years on, Mazda has gone back to the drawing board and added a lot more technology – plus a series of cosmetic tweaks – in a bid to stay ahead of the competition.

Most noticeable are the new LED headlights and foglamps, latest five-bar grille and fresh 19-inch alloys. However, for reasons unknown, Mazda is only offering these on top-spec Sport Nav models, with lesser SE-L versions making do with the existing design. The changes won't even be offered on entry-level models as optional extras.

Inside, it's a different story. All cars now come with passenger seat height adjustment, a space-saving electronic handbrake and the company's new multimedia scroll wheel on the centre console – which allows easy navigation of the revised seven-inch touchscreen. You'll also find two USB ports, a DAB

radio and smartphone connectivity. The changes inside make the CX-5 an even nicer place to be, with higher-quality materials and classier dials behind the steering wheel.

The new central screen fits more snugly into the dash, doing away with the crude buttons and unsightly volume controls. The digital climate control display is now finished in white rather than orange, too.

Along with the range-wide updates, buyers of the Sport Nav can now spec a Safety Pack, which includes a variety of accident mitigation technologies and a pair of Mazda firsts. Smart city braking and adaptive cruise control have never featured on any Mazda before, while adaptive headlights, lane keep assist, driver attention alert, blind spot monitoring and rear cross-traffic alert are all included as part of the pack.

On the move it drives much like the old car, but that's no bad thing. Its dynamics are still very impressive, with sharp steering, a direct gearshift and very little body roll. Our range-topping four-wheel-drive

NEED TO KNOW...
“New headlights, LED foglamps, grille and 19-inch gunmetal alloy wheels are only available on the top-spec Sport Nav trim”



TECH Plusher interior is dominated by new touchscreen, while a host of other tech is at driver's disposal, including smart city braking, adaptive cruise control and a blind spot monitor

model offered excellent grip on the twisty roads above Barcelona, while the sculpted seats ensured decent support. Mazda has lightly revised the rear dampers for a more compliant ride, and it's fair to

Essentials

Mazda CX-5 2.2 175PS Sport Nav

Price: £29,395

Engine: 2.2-litre 4cyl diesel

Power: 173bhp

Transmission: Six-speed manual, four-wheel drive

0-62mph: 8.8 seconds

Top speed: 129mph

Economy: 54.3mpg

CO₂: 136g/km

ON SALE April



GEARBOX Six-speed manual transmission offered pleasingly direct changes on our route on the roads around Barcelona. A six-speed auto is also available



EQUIPMENT Standard kit includes seven-inch touchscreen with DAB and Bluetooth, plus sat-nav on Sport Nav cars. All models get updated interior with posher plastics and smarter dials



Auto Express Verdict

THE CX-5 is as good as it's ever been, mixing low running costs with class-leading dynamics. It's just a shame the visual changes aren't available on all models, as they do a great job of injecting some new style. The 173bhp four-wheel-drive diesel is the quickest in the range, but the lower-powered front-wheel-drive version will suit most buyers thanks to its improved fuel economy and lower list price.



CX-5 is a practical SUV with a 503-litre boot and enough space for three adults in the rear

say the improvements make it a comfortable long-distance cruiser.

Fuel economy and performance figures are good across the range thanks to the brand's SkyActiv technology. This 173bhp 2.2-litre diesel will do 0-62mph in 8.8 seconds, yet achieves 54.3mpg with a light right foot. But realistically, the lower-powered, front-wheel-drive 148bhp version will suit most buyers – it manages 0-62mph in 9.2 seconds, yet

returns 61.4mpg in mixed motoring. It's around £2,200 less like-for-like.

Prices have risen by between £400 and £700 across the board, with the priciest four-wheel-drive Sport Nav diesel auto now costing more than £30,000. As before, the Sport Nav trim is available with front-wheel drive on the 163bhp petrol and 148bhp diesel, or in top-spec 173bhp diesel 4WD form, as driven here. This shouldn't put you off, though, as

the car still undercuts the equivalent Honda CR-V by more than £3,000. It's much better to drive and should hold on to more of its value after three years.

It's just a shame the cosmetic tweaks aren't available on lesser CX-5s, as they give the SUV a fresh face and more appeal in a competitive market. That said, it's been one of our favourite crossovers since launch, and this mid-life facelift does nothing but reinforce that.



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MERCEDES
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SWOOPING two-door version of C-Class is set to arrive in October, following a debut at the Frankfurt show.

Renault Mégane GT 220 Sport Tourer

FIRST DRIVE Fast estate takes fight to Ford Focus ST

Jonathan Burn
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@jonathan_burn

IF you've always fancied owning a Renaultsport Mégane but have been prevented from scratching the itch by a growing family, the brand now has a solution – well, to an extent.

Enter the new Renault Mégane GT 220 Sport Tourer – a fast, practical and affordable alternative to the likes of the popular Ford Focus ST Estate.

It's a new entry point to Renaultsport ownership, featuring a lesser-powered 217bhp version of the 2.0-litre turbo engine in the full-fat 265 Trophy hatch, plus a Renaultsport-tweaked chassis with firmer springs and dampers. Think of it, then, as a Renaultsport Mégane lite, but with a much bigger boot.

The car's racing pedigree is evident upon turn-in, with the front end biting hard as the Renaultsport chassis keeps everything balanced and poised, but any enthusiastic throttle inputs will push you out wide. Keep things at a sensible speed, though, and the GT 220 is a real entertainer. The six-speed manual box is superb, with crisp and accurate changes, while the recalibrated steering feels beautifully balanced and precise.

In terms of practicality, the Renault sits above the Focus ST but below the Skoda Octavia vRS Estate – its 524-litre boot increases to 1,600 litres with the rear seats folded. If the extra space isn't necessary, the GT 220 is also available as a coupé and a five-door hatchback.

Renault Mégane GT 220 Sport Tourer

Price:	£24,245
Engine:	2.0-litre 4cyl turbo
Power:	217bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	7.6 seconds
Top speed:	149mph
Economy:	38.7mpg
CO₂:	169g/km

ON SALE Now



Tidy cabin is loaded with kit, while rear is spacious



EQUIPMENT

Renaultsport's fettling doesn't stop at the greasy bits, as inside, you get a pair of supportive sports seats, aluminium pedals and carbon-fibre detailing on the dash. A reversing camera, sat-nav and Bluetooth also come as standard



Verdict

IT'S not quite a full Renaultsport estate, but there's bags of fun to be had from the GT 220's fantastic-sounding engine and proficient chassis. Plus, it's comfortable enough to be a family runabout, but high running costs could put buyers off.



SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Ford Fiesta	2017
Honda Jazz	early 2015
Mazda 2	spring
Renaultsport Twingo	late 2015
Renault ZOE update	spring
Renault 5	late 2015
SEAT Ibiza	2016
Vauxhall Adam Grand Slam	April
Vauxhall Corsa VXR	spring
Vauxhall Viva	spring

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	mid 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	early 2016
Jaguar XE	spring
Mercedes CLA Shoot. Brake	mid 2015
MG5	2015
MINI Clubman	mid 2015
Nissan Leaf	mid 2016
Porsche Panamera estate	2016
Skoda Superb	summer
Skoda Fabia estate	mid 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	mid 2015
VW Golf CC	2015
VW Golf R estate	spring
VW Passat Alltrack	summer
VW Passat GTE	June

SPORTS CARS

Alfa 4C Stradale	2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	
Audi R4	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	mid 2015
Caterham sports car	2016
Chevrolet Corvette Z06	spring
Ferrari 488 GTB	spring
Fiat Spider	late 2015
Ford GT	2016
Ford Focus RS	2016
Ford Mustang	mid 2015
Honda Civic Type R	late 2015
Honda NSX	late 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GSF	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren P13	2015
Mercedes-AMG GT	early 2015
Mercedes C 450 AMG Sport	spring
MG TF replacement	2015
MINI JCW	mid 2015
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	mid 2015
Porsche Cayman GT4	mid 2015
Porsche GT3 RS	mid 2015
Porsche 911 facelift	late 2015

Porsche 961	2017
Porsche Pajun	2017
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

SUVs

Alfa Romeo SUV	early 2016
Aston Martin SUV	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	mid 2015
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	mid 2015
Honda CR-V	mid 2015
Honda Vezel	2015
Infiniti QX30	late 2015
Jaguar F-Pace	2016
Kia Sorento	mid 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	mid 2015
Mercedes GLC	2015
Mercedes GLE Coupé	2015
Mercedes baby SUV	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	2015
Porsche Macan GTS	2015
Range Rover Sport SVR	spring
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
SEAT IBX	2016
Skoda Yeti+2	2016
Ssang'Yong Tivoli	2015
Suzuki Vitara	April
Tesla Model X	2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	early 2015

PEOPLE MOVERS

BMW 2 Series Gran Tourer	summer
Ford C-MAX facelift	spring
Ford Grand C-MAX facelift	spring
Ford S-MAX	early 2015
Mercedes R-Class	2016
VW Touran	March

CABRIOLETS

Audi R8 Spyder	2016
Audi TT Roadster	2015
Alfa Romeo 4C Spider	early 2015
Fiat 124 Spider	summer 2016
Ford Mustang Convertible	2015
Jaguar F-Type SVR	late 2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	mid 2015
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Drophead	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes-Maybach S 600	spring
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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VREDESTEIN
DESIGNED TO PROTECT YOU

TOP 100

15-PLATE CARS

**Our ultimate buying guide
names the models to go for, the
kit to have – and what to pay**



James Disdale
james_disdale@dennis.co.uk

AE THERE'S nothing like the thrill of buying a new car with the latest reg plate. But with so many cars to choose from, which models are the finest 15-plate buys? To find out we've taken 100 of the most searched for models on autoexpress.co.uk, then picked out the best version of each.

Over the next 30 pages, we reveal the top buys and highlight what kit to go for. Plus, with the help of buyacar.co.uk, we've listed the aim-to-pay prices that your local dealer should match, while industry expert VIP Data has calculated three-year residual values for every car. It's the ultimate 15-plate guide, so dive in and bag yourself a bargain.

100 MINI Countryman

Rating ★★★★★

Cooper D Countryman Economy: 67.3mpg CO₂: 111g/km 0-62mph: 10.9 seconds
Predicted value after 3yrs: £9,525 **Key equipment:** Climate control, Connected iPhone link, 16-inch alloy wheels, heated mirrors, roof rails, DAB radio, Bluetooth, rear parking sensors

THE Countryman is about as far removed from the original Mini's philosophy of maximum space in minimal dimensions as you can currently get. But look beyond that, and the biggest MINI in the range is a great family car. There's plenty of seat space and a 350-litre boot, while typical MINI design cues – such

as the toggle switches and large circular central dial – are still present. The 1.6-litre diesel-powered Cooper D is a punchy and relatively smooth performer, while there's also the option of ALL4 four-wheel drive. However, we'd stick with the front-drive version with its lower running costs.



Price: £19,740
Aim-to-pay: £19,740



99 Mazda MX-5

Rating ★★★★★



MX-5 RC 2.0 Sport Tech Nav Economy: 36.2mpg CO₂: 181g/km 0-62mph: 7.9 secs
Predicted value after 3yrs: £11,075 **Key equipment:** Folding hard-top, sat-nav, Bluetooth, Bilstein dampers, heated leather seats, limited-slip diff, climate control, cruise control

AN all-new MX-5 is due in showrooms imminently, and we got an early taste of how good it is when drove it in Issue 1,356. But the current model still holds fantastic appeal as an entertaining driver's car. The low-slung driving position, short-shift gearbox, responsive 2.0-litre

engine and rear-wheel-drive chassis combine to deliver on-road thrills that not many other cars can match at this price. The Sport Tech model is only offered in folding hard-top Roadster Coupé guise, but adds a limited-slip differential and Bilstein dampers to further enhance the driving experience.



Price: £23,295
Aim-to-pay: £23,295

98 Infiniti Q50

Rating ★★

Q50 2.2d Premium Economy: 64.2mpg CO₂: 114g/km 0-62mph: 8.7 seconds
Predicted value after 3yrs: £11,675 **Key equipment:** Twin touchscreens, climate/cruise control, leather, heated front seats, Bluetooth, tyre pressure monitors, rear camera, Active Noise Control

If you're tired of German compact executive saloons, then the Infiniti Q50 might be an appealing alternative. All models are well equipped, with the Premium-spec car offering plush leather and twin touchscreens for all of the major cabin controls. What's more, a clever noise control system cancels out

background noise to improve cruising comfort. However, the Japanese saloon is fighting a losing battle with its Mercedes-sourced 2.2-litre diesel. The engine is pretty harsh, and while emissions are respectable the Q50 can't match its class-leading rivals for performance or driving enjoyment.



Price: £30,350
Aim-to-pay: £30,350



97 Kia Picanto

Rating ★★★



Picanto 1.0 VR7 Economy: 67.3mpg CO₂: 99g/km 0-62mph: 13.9 seconds
Predicted value after 3yrs: £3,750 **Key equipment:** Heated door mirrors, 14-inch alloy wheels, leather multifunction steering wheel, Bluetooth, USB, rear parking sensors

THERE'S a facelifted Picanto on the way – it's on display at the Geneva Motor Show – but if you can't wait, the current car is still a great choice. While it's largely similar to the widely acclaimed Hyundai i10 under the skin, it gets a sharper looking exterior that features Kia's trademark styling cues. Power comes from a

68bhp 1.0-litre three-cylinder engine, which has a torque delivery that's ideal for keeping pace with traffic in town. Kia is currently offering the VR7 special edition alongside the rest of the range, and this model gets some extra kit in the form of an iPod connection, rear parking sensors and different alloy wheels.



Price: £9,845
Aim-to-pay: £8,926

A-Z of options

Active cruise

Hi-tech cruise control maintains safe distance

NORMAL cruise control allows cars to travel at a set speed without any input from the driver. Adding the word 'active' – or 'adaptive' on some manufacturer specification sheets – moves the system on by automatically slowing the car down if a vehicle

pulls in front and maintaining a safe distance (set by the driver). Active cruise control will then accelerate the car back up to the set speed or until there's another obstruction in front. The system will often be fitted alongside a speed limiter setting, too.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

96 Alfa Romeo Giulietta

Rating ★★☆☆

Giulietta 1.4 TB 120 Progression Economy: 44.1mpg CO₂: 148g/km 0-62mph: 9.4 secs
Predicted value after 3yrs: £7,825 **Key equipment:** Touchscreen infotainment system, DAB, DNA technology, Bluetooth, air-con, heated wing mirrors, electronic diff, multifunction steering wheel

THE Giulietta has always been an alternative choice in the hatchback class. It appeals to those who love Italian design flair, but you have to be able to overlook its idiosyncrasies to really enjoy it. The Alfa has aspirations to be a premium model, but build quality is a step behind its rivals in the compact hatch

market. And while Alfa's DNA switch aims to inject some enjoyment into how the Giulietta drives, none of the three settings on offer delivers the perfect blend of performance and comfort. The 1.4-litre turbo petrol engine is a decent performer, although it's let down by the notchy manual gearbox.



Price: £18,240
Aim-to-pay: £18,240



95 Fiat Panda

Rating ★★★★★



Panda 0.9 TwinAir Lounge Economy: 67.3mpg CO₂: 99g/km 0-62mph: 11.2 seconds
Predicted value after 3yrs: £4,400 **Key equipment:** Air-con, heated door mirrors, roof rails, City mode steering, 15-inch alloy wheels, height-adjustable driver's seat, tyre pressure monitors

AN unsung hero in the city car class, this Fiat lives in the shadow of the retro 500. However, you overlook the Panda at your peril because the squared-off styling and high roofline mean there's plenty of space inside, while its entertaining handling makes it great fun to thread through busy town

streets. The punchy TwinAir turbo petrol engine is a willing performer and provides torque power delivery for eager acceleration away from the lights, although you'll struggle to match Fiat's claimed economy figures. Still, the Panda is a doddle to park, thanks to its light City mode steering.



Price: £11,595
Aim-to-pay: £10,692

94 Nissan Leaf

Rating ★★☆☆

Leaf Acenta Economy: N/A CO₂: 0g/km 0-62mph: 11.5 seconds
Predicted value after 3yrs: £8,650 **Key equipment:** Seven-inch infotainment touchscreen, auto lights and wipers, reversing camera, sat-nav, cruise control, air-con, rapid charge socket

NISSAN'S Leaf was an electric car pioneer, as it paved the way for the current crop of pure EVs. And if you're in the market for electric drive, it should still be high on your shopping list. It's now built at the company's plant in Sunderland, and that local manufacture means the price has come down to a more

reasonable level. Apart from the silent running of electric drive, the Leaf is almost identical to a conventional combustion-engined car, albeit one that's not very exciting out on the road. And as long as you have somewhere to charge it overnight and can live with the limited range, it could be all the car you ever need.



Price: £23,590 (including £5k Govt grant)
Aim-to-pay: £23,590



93 BMW X1

Rating ★★☆☆



X1 xDrive18d SE Economy: 51.4mpg CO₂: 144g/km 0-62mph: 9.9 seconds
Predicted value after 3yrs: £12,400 **Key equipment:** Sat-nav, DAB, Bluetooth, climate control, adaptive xenons, rear parking sensors, cruise control, roof rails, multifunction steering wheel

IF you're keen on a 1 Series, but like the appeal of an off-roader, then the X1 could be the car for you. It has what BMW calls a "semi-command driving position", which is halfway between a hatch and an SUV, but it's not much bigger than the 1 Series outside, and that means its running costs aren't far away from

its hatchback cousin's. Rear-wheel drive is offered, but we'd go for BMW's xDrive all-wheel-drive set-up to make the most of the X1's raised ride height. The 18d is powered by a 143bhp 2.0-litre diesel, while stop/start and a host of EfficientDynamics tweaks result in claimed economy of 51.4mpg.



Price: £26,830
Aim-to-pay: £26,830

92 Ford EcoSport

Rating ★★

EcoSport 1.0T Zetec Economy: 53.3mpg CO₂: 125g/km 0-62mph: 12.7 seconds
Predicted value after 3yrs: £6,925 **Key equipment:** Air-conditioning, USB, electric mirrors, cooled glovebox, reclining rear seats, central locking, tyre pressure monitor

FORD was in desperate need of an entry into the growing supermini-SUV sector, and the answer came in the shape of the EcoSport, originally built in Brazil. While it's loosely based on the Fiesta, the off-road styling, including a spare wheel bolted to the side-hinged back door and raised ride height,

help the EcoSport to stand out. Opt for the impressive three-cylinder EcoBoost petrol for decent performance. However, the rest of the car is a bit of a disappointment. The vague handling, firm ride and poor cabin quality mean the EcoSport is well below par when compared to more accomplished rivals.



Price: £15,145
Aim-to-pay: £12,683



91 Suzuki SX4 S-Cross

Rating ★★★★★



SX4 S-Cross 1.6 DDiS SZ-T Economy: 67.2mpg CO₂: 110g/km 0-62mph: 12.0 seconds
Predicted value after 3yrs: £8,825 **Key equipment:** Two-zone climate/cruise control, heated mirrors, privacy glass, DAB, multifunction steering wheel, sat-nav, USB, rear parking sensors

SUZUKI's first venture into the crossover sector took inspiration from the Nissan Qashqai, but that's no bad thing. The result was a smart five-seater that offers great value for money. Although it's not quite as spacious as the class front runners, there's a generous 430-litre boot, while the 1.6-litre

diesel engine is a punchy performer. If you want decent all-weather ability, four-wheel drive is also offered. Even better is the fact that the razor-sharp handling of the Swift supermini has filtered across to the SX4 S-Cross, so it's a lot more entertaining to drive than many of its rivals.



Price: £19,499
Aim-to-pay: £19,499

90 Porsche 911 Carrera

Rating ★★★★★

911 Carrera Economy: 31.4mpg CO₂: 212g/km 0-62mph: 4.8 seconds
Predicted value after 3yrs: £38,400 **Key equipment:** Xenon lights, climate control, nine-speaker stereo, leather seats, Alcantara roof lining, DAB radio, stop-start, hill hold

YEARS of development by Porsche engineers have created one of the greatest drivers' cars money can buy – the 911. Even the entry-level Carrera offers as much enjoyment as faster models in the range. The 3.4-litre flat-six unit delivers plenty of performance, and while having the weight of the engine positioned at

the back used to be a recipe for disaster for over-enthusiastic drivers, the current car has lots of grip and the standard stability control keeps everything in check. Add an efficient stop-start system and a surprisingly practical body, and the 911 is a sports car that you could easily live with on a daily basis.



Price: £74,119
Aim-to-pay: £74,119



89 Honda Jazz

Rating ★★★



Jazz 1.2 SE-T Economy: 54.3mpg CO₂: 120g/km 0-62mph: 12.7 seconds
Predicted value after 3yrs: £6,025 **Key equipment:** Sat-nav, Bluetooth, climate control, stop-start, six airbags, heated mirrors, Magic rear seats, keyless entry

THE Honda Jazz has always been a sensible choice when it comes to superminis. The boxy styling has evolved over the years, but the basic principle of a spacious five-seat supermini with room for luggage has remained intact. There's generous space in the boot, but the real stars of the show are

the Magic rear seats. These fold flat in one easy motion or, alternatively, you can flip the bases up to create a large load area between the boot and front seats. There's a decent amount of equipment, too, as T-spec models add satellite navigation and Bluetooth to the kit tally.



Price: £14,390
Aim-to-pay: £13,164

A-Z of options

AEB

Autobreaking kit helps you avoid low-speed prangs

AUTONOMOUS emergency braking (AEB) is becoming increasingly common, with some insurers offering discounts on premiums if it's fitted to your car. It works independently of the driver to intervene in a critical situation to apply the brakes and avoid a crash. From

this year, it's required to get a five-star Euro NCAP rating and is an option on most makes and models. It's standard on some premium cars, too. AEB comes under various guises. For example, Ford calls it Active City Stop, while Volvo brands its system City Safety.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

88 Volkswagen Tiguan

Rating ★★★★★

Tiguan 1.4 TSI Match BMT 160 Econ: 42.2mpg CO₂: 156g/km 0-62mph: 8.9 secs
Predicted value after 3yrs: £11,425 **Key equipment:** Dual-zone climate control, Park Assist, satellite navigation, DAB radio, multifunction steering wheel, Bluetooth

ALTHOUGH it's bit of an old stager in the crossover market these days, the Tiguan certainly isn't without appeal. The chunky lines are typical Volkswagen, while the boxy body means there's decent space inside for passengers and luggage. 4MOTION four-wheel drive is available, but if you want to save

costs, then the standard front-drive model with BlueMotion Technology makes more sense. Standard equipment is plentiful and includes VW's Park Assist system, which uses front and rear sensors to guide the car into a parallel parking space without the need for you to touch the wheel.



Price: £23,995
Aim-to-pay: £21,054



87 Kia Cee'd SW

Rating ★★★★★



Cee'd SW 1.6 CRDi 2 Economy: 64.2mpg CO₂: 116g/km 0-62mph: 10.8 seconds
Predicted value after 3yrs: £7,700 **Key equipment:** Air-con, cruise control, USB connection, Bluetooth, leather steering wheel, rear parking sensors, multifunction steering wheel

IF you want a no-nonsense estate with a little dash of style, then the Cee'd Sportswagon could be the perfect choice. It has the same dramatic look as the Cee'd hatch, but adds a large boot that provides 510 litres of space with the back seats in place, rising to an impressive maximum of 1,660 litres with

them folded flat. There's a towing capacity of 1,500kg, too, so the Cee'd SW is a great choice for hauling caravans. Inside, it's all rather dark, although there's plenty of room, and the dash layout looks smart. On the road, the driving experience is geared towards comfort rather than handling.



Price: £19,695
Aim-to-pay: £16,817

86 Mitsubishi Outlander

Rating ★★★

Outlander PHEV GX4h Economy: 148.7mpg CO₂: 44g/km 0-62mph: 11.0 seconds
Predicted value after 3yrs: £15,975 **Key equipment:** Climate control, heated front seats, DAB radio, sat-nav, rear view camera, power tailgate, xenons, keyless entry, privacy glass, sunroof

AT the moment, the Outlander PHEV stands out from the crowd as it's one of the only plug-in hybrid SUVs on the market. Add in the fact that it's the same price as the diesel Outlander – after you factor in the Government's plug-in car grant – and has plenty of equipment that belies its eco

potential, and it's one of the more reasonable choices when it comes to low emissions motoring. However, unless you have regular access to a charging point and are able to make the most of the electric drive's estimated 33-mile range, then there are lots of better SUV alternatives.



Price: £32,899 (including £5k Govt grant)
Aim-to-pay: £28,739



85 Renault Mégane

Rating ★★★



Mégane 1.2 TCe Dynamique TomTom Econ: 53.3mpg CO₂: 119g/km 0-62mph: 10.9 secs
Predicted value after 3yrs: £6,725 **Key equipment:** TomTom sat-nav, 16-inch alloy wheels, cruise control, keyless entry and starting, Bluetooth, auto lights and wipers, climate control

DESPITE its age, constant revisions to the Mégane range have kept it fresh. A facelift last year gave it a look similar to the Clio supermini, while tweaks under the bonnet mean petrol and diesel engines are some of the most efficient on offer. Pick of the bunch is the 1.2 TCe petrol. Although it

isn't the fastest around, there's enough power to keep pace with traffic, while economy of 53.3mpg would do most diesel cars proud. As the name suggests, the Dynamique TomTom model comes with a user-friendly navigation system, and if you need more space, then the Sport Tourer estate is £1,000 extra.



Price: £18,570
Aim-to-pay: £13,586

84 BMW X3

Rating ★★★★★

X3 xDrive 20d SE Economy: 54.3mpg CO₂: 136g/km 0-62mph: 8.1 seconds
Predicted value after 3yrs: £17,500 **Key equipment:** Sat-nav, leather, heated front seats, powered tailgate, cruise control, DAB radio

THE X3 is arguably the sweet spot in BMW's SUV range. It's almost as practical as the larger X5, yet it's nearly as efficient as the smaller X1, while the styling was recently updated to keep it looking fresh for bragging rights on the school run. Choose the xDrive20d diesel and you can expect

decent running costs, even though it has the extra burden of four-wheel drive. And don't think going for the SE model will leave you wanting for equipment – there's still a decent tally on board, and you benefit from a more reasonable ride on 17-inch wheels, too.



Price: £33,295
Aim-to-pay: £30,558



83 Dacia Sandero

Rating ★★★★★



Sandero 0.9 TCe Laureate Economy: 56.5mpg CO₂: 116g/km 0-62mp: 11.1 seconds
Predicted value after 3yrs: £4,000 **Key equipment:** Central locking, air-conditioning, Bluetooth, cruise control, electric windows, USB connection

WITH low prices and a no-nonsense model line-up, Dacia has proved a big hit with UK buyers. Leading the brand's sales success is the Sandero, which promises supermini space and versatility for the price of an entry-level city car. Old-fashioned Renault Clio underpinnings mean the Sandero isn't as sharp to drive or

refined as more modern mainstream rivals, but it's comfortable and the turbocharged three-cylinder engine delivers smooth and sprightly acceleration. And while it trails more expensive models when it comes to driving dynamics, the Dacia features a roomy interior, plenty of kit and extremely low running costs.



Price: £8,795
Aim-to-pay: £8,795

82 Volkswagen Scirocco

Rating ★★★★★

Scirocco 2.0 TSI GT Economy: 61.4mpg CO₂: 119g/km 0-62mph: 9.2 seconds
Predicted value after 3yrs: £12,325 **Key equipment:** Sat-nav, climate control, Bluetooth, alloys, parking sensors, auto lights and wipers, autonomous emergency braking

If you're struggling to choose between a sporty hot hatch and a sleek coupé, then VW could have the answer. With its bold styling, strong performance and surprising practicality, the recently revised Scirocco covers all the bases. Subtle exterior tweaks have helped keep the VW looking sharp, while the classy

interior fits four adults comfortably. Buyers can choose from a wide range of petrol and diesel engines, but the 217bhp 2.0-litre TSI delivers all the performance you'll need. It's not as sharp to drive as the latest generation of VW models equipped with the brand's new MQB underpinnings, but it's still grippy and agile.



Price: £24,395
Aim-to-pay: £21,701



81 Hyundai i30

Rating ★★★★★



i30 1.6 CRDi Active Economy: 76.3mpg CO₂: 97g/km 0-62mph: 11.5 seconds
Predicted value after 3yrs: £7,325 **Key equipment:** Alloys, cruise control, air-conditioning, Bluetooth, rear parking sensors, electric windows

THE i30 is often overlooked in the compact family hatch class, but the Korean model is handsome, spacious, well equipped and cheap to run. Under the bonnet is a smooth and eager 1.6-litre diesel that emits just 97g/km and promises to return nearly 80mpg, while light controls and composed handling

make the Hyundai a doddle to drive. All models come with a decent haul of standard equipment, but Active trim versions get all the essentials and a great-value price tag. And as with all Hyundai models, you'll benefit from the brand's excellent five-year warranty and breakdown recovery package.



Price: £18,595
Aim-to-pay: £15,468

A-Z of options

Auto lights

Stay safe with minimum effort

TURNING your headlights on and off might not be too hard a task, but auto lights are a useful addition to have. Turn the switch to auto and when the light outside starts to darken, the bulbs will automatically switch on. Auto activation of full beam is becoming

common, too. Light tech is fast-moving, too, with Mercedes introducing an adaptive full beam that detects oncoming cars to avoid blinding other drivers. Plus, all new cars are fitted with daytime running lights (DRLs), which mean you'll be lit at all times.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

80 Mazda CX-5

Rating ★★★★★

CX-5 2.2D SE-L Nav Economy: 61.4mpg CO₂: 119g/km 0-62mph: 9.2 seconds
Predicted value after 3yrs: £12,075 **Key equipment:** Sat-nav, climate control, Bluetooth, alloys, parking sensors, auto lights and wipers, autonomous emergency braking

If you thought crossover models couldn't be frugal and fun to drive, think again. The Mazda CX-5 features rugged looks, a spacious cabin and a high-riding stance, yet it's infused with the same sparkling driving dynamics as the brand's legendary MX-5 roadster. And thanks to its clever SkyActiv technology, the CX-5's

smooth 148bhp 2.2-litre mixes muscular performance with claimed fuel returns of more than 60mpg. Inside, the car is roomy and well equipped, while the big boot and 40/20/40 split-fold rear seat boost versatility. Better still, there's a facelifted version due soon, so you should bag a bargain on the current model.



Price: £24,395
Aim-to-pay: £21,607



79 Vauxhall Zafira Tourer

Rating ★★★★★



Zafira Tourer 1.6 CDTI SRI Economy: 62.7mpg CO₂: 119g/km 0-62mph: 10.4 seconds
Predicted value after 3yrs: £10,150 **Key equipment:** Air-conditioning, alloys, parking sensors, DAB radio, Bluetooth, ambient cabin lighting, privacy glass

THE Zafira Tourer has always been a stylish and practical choice, but until recently it's been let down by a lacklustre engine line-up. However, the addition of Vauxhall's smooth and efficient 1.6-litre CDTI diesel has helped revive the seven-seater's fortunes. Happily, the brand hasn't messed with the Zafira's

versatile interior, which features the clever Flex7 seating system. The third-row seats are for occasional use only, but they fold neatly into the boot floor when not needed, while the middle row slides and reclines to boost comfort. Sporty SRI trim isn't cheap, but it comes with all the essential kit.



Price: £26,920
Aim-to-pay: £18,527

78 Volkswagen up!

Rating ★★★★★

High up! Economy: 67.3mpg CO₂: 98g/km 0-62mph: 13.2 seconds
Predicted value after 3yrs: £4,925 **Key equipment:** Air-conditioning, alloys, sat-nav, heated seats, Bluetooth, DAB radio, electric windows and mirrors

HERE'S proof the best things really do come in small packages. Like its Skoda Citigo and SEAT Mii cousins, the VW up! effortlessly combines big car refinement and everyday practicality with dinky exterior dimensions and penny-pinching running costs, particularly in efficient Bluemotion Tech guise. Clever packaging

means the up! feels roomier than you'd expect, while the five-door layout makes it versatile. Yet it's the grown-up driving dynamics that impress, because the VW feels as composed on the motorway as it does darting down city streets. High up! trim also comes packed with kit you'd expect of more expensive models.



Price: £12,120
Aim-to-pay: £9,978



77 BMW 5 Series

Rating ★★★★★



520d Economy: 65.7mpg CO₂: 114g/km 0-62mph: 7.9 seconds
Predicted value after 3yrs: £15,625 **Key equipment:** Sat-nav, parking sensors, xenon headlamps, DAB radio, Bluetooth, auto dimming rear view mirror, climate control

THE recently revised 5 Series is narrowly shaded by the Audi A6, but it is still a first-rate executive saloon. In popular 520d SE guise, it provides engaging rear-wheel-drive handling, lively performance and plenty of standard kit. And that's not all, because it also boasts a roomy cabin that's tastefully styled and

packed with top-notch materials. Yet despite its upmarket image and fun driving dynamics, the BMW won't cost the earth to run. Low emissions, solid residuals and the availability of great-value servicing packs mean this is a car you can buy with heart and head.



Price: £32,365
Aim-to-pay: £32,365

76 Audi A6

Rating ★★★★★

A6 2.0 TDI Ultra SE Economy: 62.8mpg CO₂: 113g/km 0-62mph: 8.4 seconds
Predicted value after 3yrs: £15,200 **Key equipment:** Satellite navigation, bi-xenon headlamps, DAB radio, leather seat trim, four-zone climate control

WITH its blend of sleek design, superb build quality, strong performance and impressive efficiency, the A6 sets the standard by which other executive saloons are judged. Thanks to the addition of the brand's eco-friendly Ultra technology, the 2.0-litre TDI diesel manages to blend a 187bhp output with emissions of

only 113g/km. Yet these eco credentials don't come at the expense of refinement and driving dynamics. The spacious and slickly designed cabin is packed with luxurious touches, even in entry SE trim, while the A6's lightweight aluminium underpinnings help deliver eager acceleration and surprisingly nimble handling.



Price: £31,995
Aim-to-pay: £24,742



75 BMW i3

Rating ★★★★★



i3 Range Extender Economy: 470.8mpg CO₂: 13g/km 0-62mph: 7.9 seconds
Predicted value after 3yrs: £10,450 **Key equipment:** Climate control, heated seats, sat-nav, DAB radio, LED running lights, alloy wheels, Bluetooth

BMW has made its name building high-performance saloons, coupés and roadsters over the years, but it's also leading the charge when it comes to eco-friendly electric cars. The purpose-built i3 features futuristic design, lightweight carbon fibre-reinforced plastic underpinnings and a classy interior packed

with sustainable materials. Plus, its blend of powerful 168bhp electric motor and lithium-ion cells provides scorching performance and a realistic 100-mile range. For ultimate peace of mind, the range-extending version adds a two-cylinder petrol generator to keep you going when the batteries run down.



Price: £29,130 (including £5k Govt grant)
Aim-to-pay: £29,130

74 Skoda Fabia

Rating ★★★★★

Fabia 1.2 TSI 90 SE Economy: 60.1mpg CO₂: 107g/km 0-62mph: 11.0 seconds
Predicted value after 3yrs: £6,250 **Key equipment:** Air-conditioning, parking sensors, Bluetooth, MirrorLink infotainment system, DAB radio, leather steering wheel

If you want maximum bang for your supermini buck, then look no further than the recently launched Skoda Fabia. The all-new model is bigger and better equipped than ever, plus it delivers a remarkably grown-up driving experience. At the heart of the Fabia's appeal is its roomy, robust and well thought out

cabin. There's space for five adults at a pinch, while the practical boot serves up a healthy 330-litre capacity. Pick of the engine line-up is the smooth 89bhp 1.2-litre TSI petrol, which balances eager performance with claimed 60.1mpg economy. Mid-range SE specification includes all the essential kit.



Price: £13,390
Aim-to-pay: £13,390



73 Nissan X-Trail

Rating ★★★★★



X-Trail 1.6 dCi Acenta+ 2WD 7 seat Econ: 57.6mpg CO₂: 129g/km 0-62mph: 10.5 secs
Predicted value after 3yrs: £12,450 **Key equipment** Climate control, satellite navigation, front and rear parking sensors, Bluetooth connectivity, alloy wheels

GIVEN that it's closely related to the Qashqai, it's no surprise to find the X-Trail is a top family car choice. A roomy, well built and smartly styled cabin is given an extra injection of versatility courtesy of an optional seven-seat layout, while excellent comfort and strong refinement take the strain out of

short trips and long-distance journeys. The 1.6 dCi engine is smooth and eager, while in two-wheel-drive guise it delivers decent efficiency. Acenta+ trim provides all the family friendly kit you'll need, including sat-nav, an electric panoramic roof and Nissan's award-winning Safety Shield technology.



Price: £27,345
Aim-to-pay: £27,345

A-Z of options

Blind spot alert

Clever safety kit keeps watch over your shoulder

BLIND spot warning or detection watches over your shoulder for cars overtaking or pulling alongside. If the system senses something is in your blind spot, a symbol will light up on the corresponding wing mirror. If you continue to move across in front of the

detected object in spite of the warning, the system will start to flash, set off an alarm or vibrate the steering wheel. Volvo pioneered the technology, but it's now available in a variety of models from manufacturers such as VW, Mercedes and Ford.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

72 Hyundai Santa Fe

Rating ★★★★★

Santa Fe 2.2 CRDi SE 7 seat Economy: 46.3mpg CO₂: 159g/km 0-62mph: 9.8 seconds
Predicted value after 3yrs: £14,350 **Key equipment:** Alloy wheels, Bluetooth connectivity, cruise control, parking sensors, climate control, self-levelling suspension

WHEN it made its debut in 2012, the Hyundai Santa Fe proved an immediate hit. With its smart styling, classy cabin and seven-seat practicality, the desirable SUV proved more than a match for established European rivals. Two years on, the Santa Fe has lost none of its appeal. All versions are well equipped, while

build quality and refinement are up to class standards. There's only one engine option, but the 2.2-litre diesel is punchy and reasonably frugal, and is hooked up to a slick six-speed manual box and grippy 4WD transmission. Composed handling and a comfortable ride complete the Hyundai's list of dynamic talents.



Price: £29,145
Aim-to-pay: £29,145



71 LR Discovery Sport

Rating ★★★★★



Discovery Sport SD4 SE Tech auto Econ: 44.8mpg CO₂: 166g/km 0-62mph: 8.4 secs
Predicted value after 3yrs: £20,150 **Key equipment:** Heated seats, half-leather interior, DAB radio, Bluetooth connectivity, climate control

THE Discovery Sport has been designed to replace the old Freelander in Land Rover's line-up. It's sleeker and more stylish than the Freelander, though, with hints of Range Rover Evoque in its styling. From launch, it's only available with a 2.2-litre diesel. The nine-speed automatic gearbox is the pick of the

bunch, feeling smooth and responsive. As you'd expect, the Discovery Sport is as adept off road as it is on it, benefiting from the same Terrain Response system as more expensive Land Rover models. If you need a small SUV with seven seats and go-anywhere capability, little can beat the new baby Land Rover.



Price: £35,695
Aim-to-pay: £35,695

70 Audi Q5

Rating ★★★★★

Q5 2.0 TDI 150 SE Economy: 47.9mpg CO₂: 154g/km 0-62mph: 10.8 seconds
Predicted value after 3yrs: £17,750 **Key equipment:** Bluetooth connectivity, DAB radio, 18-inch alloy wheels, leather seats, cruise control

SINCE its launch in 2008, the Q5 has been a runaway success for Audi. Conservative styling hasn't held back the upmarket 4x4, with the mini-Q7 looks finding plenty of buyers. Quattro four-wheel drive is standard on each model, with the entry 2.0-litre TDI SE representing the best value for money. All cars get 18-inch

alloys, aluminium roof rails and a high-quality interior. The basic diesel will return around 50mpg, and residual values are strong across the range. The 540-litre boot is about par for the class, and there are plenty of storage areas and cubbyholes. Selecting from the lengthy options list can send prices spiralling, though.



Price: £31,635
Aim-to-pay: £29,992



69 Jeep Cherokee

Rating ★★★★★



Cherokee 2.0 MJet 140 4x4 Ltd. Econ: 50.4mpg CO₂: 147g/km 0-62mph: 12.0 secs
Predicted value after 3yrs: £10,200 **Key equipment:** Xenon headlamps, power-adjusting driver's seat, reversing camera, touchscreen display

ON sale since last year, the latest Cherokee is a car that aims to turn the Jeep brand around in the UK – by offering decent road manners alongside impressive 4x4 capability. It certainly stands out from the crowd. The looks won't be to all tastes, but there's no mistaking the Cherokee for one of its more

generically styled rivals. This Limited-spec car is priced on a par with luxury models such as the Audi Q5 and BMW X3, but offers far more standard equipment. However, it's worth noting that the Jeep falls well short of these models when it comes to quality, refinement and driving dynamics.



Price: £33,195
Aim-to-pay: £33,195

68 Ford Mondeo

Rating ★★☆☆

Mondeo 2.0 TDCi ECOnetic Zetec 5dr Economy: 68.9mpg CO₂: 107g/km 0-62mph: 9.4 secs Predicted value after 3yrs: £9,050 Key equipment: Quickclear heated windscreen, electric rear windows, cruise control, front foglamps

THE Mondeo was long considered the finest handling car in its class. Sharp steering and a sporty chassis made an otherwise bland family car into a nationwide favourite. However, an all-new version arrived earlier this year and it forms part of the firm's One Ford philosophy, meaning it will be sold largely unchanged

around the globe. It's nowhere near as composed to drive as before, but the large family hatch feels more grown up – both inside and out. Opt for the 2.0-litre TDCi, and you'll return nearly 70mpg – making it a great option for private buyers and company car drivers. Zetec trim adds all the kit most buyers will need.



Price: £22,545
Aim-to-pay: £19,440



67 Mazda 6

Rating ★★★★★



6 2.2 D 150 SE-L Nav 4dr Economy: 67.3mpg CO₂: 106g/km 0-62mph: 9.0 seconds Predicted value after 3yrs: £10,200 Key equipment: Touchscreen satellite navigation, cruise control, climate control, USB

GREAT to drive, well equipped and – thanks to the innovative SkyActiv engine technology – costing mere pennies to run, the current Mazda 6 is one of our favourite family cars. SE-L Nav trim gets sat-nav as standard, as well as cruise control, climate control and USB connectivity for mobile phones and MP3

players. And at less than £24,000, it could be considered something of a bargain. The 148bhp 2.2 D is our pick of the range, thanks to its blend of punchy performance and rock-bottom running costs. Even better, a recent facelift has delivered a more upmarket interior, better refinement and tweaked looks.



Price: £23,995
Aim-to-pay: £19,640

66 Nissan Micra

Rating ★★☆☆

Micra 1.2 Acenta Economy: 56.5mpg CO₂: 115g/km 0-62mph: 13.7 seconds Predicted value after 3yrs: £5,025 Key equipment: Alloy wheels, LED tail-lights, climate control, Bluetooth, automatic wipers

THE Micra used to be hugely popular in the UK, but sales have slowed in recent years due to an influx of more capable and smartly priced rivals. That's not to say it's a bad car – the Micra still offers impressive value for money, and if you opt for the well equipped Acenta trim, you'll get 15-inch alloy wheels,

climate control and Bluetooth mobile phone connectivity. The basic 1.2-litre petrol engine is frugal and eager, and makes most sense for use in town and on short hops. No matter what version you choose, though, you'll have to put up with the same low-rent interior and lacklustre driving experience.



Price: £11,945
Aim-to-pay: £9,404



65 Porsche Cayenne

Rating ★★★★★



Cayenne Diesel Economy: 42.8mpg CO₂: 173g/km 0-62mph: 7.3 seconds Predicted value after 3yrs: £28,100 Key equipment: Xenon headlamps, two-zone climate control, seven-inch touchscreen, cruise control, automatic tailgate

AS you'd expect, all Cayenne models offer sports car-rivalling performance despite the tall SUV body. Even this entry diesel will sprint from 0-62mph in 7.3 seconds and reach a top speed of 137mph. The low-slung driving position and high transmission tunnel are similar to those found in the Panamera saloon,

while on the move the punchy diesel engine offers impressive straight-line speed. There's plenty of grip in bends, too, and surprisingly little body roll. The Cayenne Diesel boasts xenon headlamps, climate control and a seven-inch touchscreen, and there's lots more to choose from on the lengthy options list.



Price: £49,902
Aim-to-pay: £49,902

A-Z of options

Bluetooth

Make hands-free calls with in-car connectivity

KEEPING connected on the move can be an important consideration when buying a new car, so Bluetooth is a handy option. Mobile phones have had Bluetooth for years and in-car systems can now sync with a phone's address book, allowing

you to make hands-free calls. Bluetooth set-ups can be hit and miss, so test it out with your phone before buying. If your desired model doesn't have Bluetooth available, we rate the Plantronics K100 as the best visor-mounted aftermarket option.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

64 Peugeot 2008

Rating ★★★★★



Price: £17,745
Aim-to-pay: £15,628

2008 1.6 e-HDi 92 Allure Economy: 70.6mpg
CO₂: 103g/km 0-62mph: 12.8 seconds **Predicted value after 3yrs: £8,225** **Key equipment:** Rear parking sensors, 16-inch alloys, dual-zone air-con, automatic headlights and wipers

IT took Peugeot a while to join the compact crossover party, but the 2008 has proven to be well worth the wait. Only available with front-wheel drive, the 2008 is based on the smaller 208 supermini, but gets slightly raised suspension and a more spacious interior.

Mid-spec Allure models get plenty of kit, including alloys, parking sensors and automatic lights, while the e-HDi 1.6-litre diesel returns 70mpg. The interior is a world away from Peugeots of old, and the colour touchscreen houses all the controls. Our only issue is the small steering wheel, which depending on your preferred driving position, can obscure the dials.

63 Volvo XC60

Rating ★★★★★

XC60 D4 SE AWD Economy: 53.3mpg
CO₂: 139g/km 0-62mph: 9.8 seconds
Predicted value after 3yrs: £16,400 **Key equipment:** Climate control, rear park assist, power tailgate, DAB radio, Bluetooth

ALTHOUGH the Volvo XC60 is starting to show its age, it's still a hugely capable family SUV. Rivalling cars such as the Audi Q5 and BMW X3, it feels well built, comfortable, comes loaded with safety equipment and will return more than 50mpg.

The basic SE spec offers the best value for money, including essentials such as climate control, DAB radio and Bluetooth all as standard. There's also a powered tailgate, rear park assist and auto-folding door mirrors.

The higher-powered D5 diesel version is quicker, but the entry-level D4 diesel offers an impressive blend of performance versus running costs.



Price: £32,990
Aim-to-pay: £25,703



62 Nissan Note

Rating ★★★★★



Price: £14,465
Aim-to-pay: £14,064

Note 1.2 Acenta Premium Economy: 60.1mpg
CO₂: 109g/km 0-62mph: 13.7 seconds
Predicted value after 3yrs: £5,925 **Key equipment:** Sat-nav, alloy wheels, cruise control, automatic lights and wipers

LOOK beyond the Nissan Note's dinky MPV looks and you'll find a comfortable cabin that matches larger family cars for space. A sliding rear bench boosts versatility, while its 411-litre boot has the Volkswagen Golf beaten for carrying capacity.

It's good to drive, affordable to run, and – in mid-spec Acenta Premium trim – comes loaded with standard equipment. You get 15-inch alloy wheels, auto lights and wipers, and even a touchscreen sat-nav. The 1.2-litre engine isn't the fastest, but it's plenty quick enough if you spend most of your time nipping around town.

61 BMW X5

Rating ★★★★★



Price: £48,850
Aim-to-pay: £44,021

X5 xDrive 30d SE Economy: 47.9mpg CO₂: 156g/km
0-62mph: 6.8 secs Predicted value after 3yrs: £24,725
Key equipment: Leather upholstery, 18-inch alloys, metallic paint, sat-nav, front/rear parking sensors, heated front seats

A BIG success for BMW since its launch in the late nineties, the X5 arguably changed all perceptions of high-riding 4x4s from wallowy barges to sporty, fine-handling machines. The latest model has grown in size to become a luxury SUV and is available in five and seven-seat guises, but has lost some of its predecessors' driving engagement. And while the car comes with four-wheel drive, it's not really at home in the rough stuff.

We'd go for the 30d version, powered by a 3.0-litre six-cylinder diesel engine. With 254bhp, it'll provide all the performance you could ever need, while returning a decent 47.9mpg. The SE model also offers some great standard kit.

60 Dacia Duster

Rating ★★★★★

Duster 1.5 dCi Laureate 4x4 Econ: 53.3mpg CO₂: 135g/km
0-62mph: 12.5 secs Predicted value after 3yrs: £7,425
Key equipment: Cruise control, 18-inch alloy wheels, electric and heated door mirrors, air-conditioning

SINCE it returned to UK shores nearly three years ago, Romanian budget brand Dacia has earned a strong reputation among customers for its no-nonsense attitude and value-for-money products. Arguably, the car that has done the most to raise Dacia's profile has been the Duster.

Despite its recent facelift, the SUV still represents a sensible choice in this competitive class without needing to break the bank, as it's cheap to buy compared with its rivals. We'd opt for a top-spec 1.5 diesel Laureate version, which comes complete with four-wheel drive. It's good to drive and isn't especially expensive to run with an impressive fuel economy figure of 53.3mpg, despite the fact that it's a 4x4.



Price: £15,495
Aim-to-pay: £15,495

59 SEAT Ibiza

Rating ★★★★★



Price: £14,740
Aim-to-pay: £11,391

Ibiza 1.2 TSI FR 5dr Economy: 55.4mpg CO₂: 119g/km
0-62mph: 9.8 secs Predicted value after 3yrs: £5,700
Key equipment: Twin exhaust pipes, 16-inch alloys, front sports seats, leather steering wheel and gearlever, DAB radio

IT may have been around since 2008, but the Ibiza has remained fresh thanks to its striking looks. Styled by a former Lamborghini designer, the SEAT has long been a fashionable choice in the supermini class, and is a sharp contrast to the Volkswagen Polo – a car with which it shares its underpinnings. But while it may be getting a bit long in the tooth, the Ibiza still represents a strong buy.

To make the most of its good looks, opt for the racy FR model, as it stands out in this crowded sector. We'd also go for the fuel-efficient yet punchy 103bhp 1.2-litre petrol, which gives the car a 0-62mph sprint time of 9.8 seconds.

A-Z of options Climate control

Set the perfect temperature with this essential kit

CLIMATE control keeps the car's cabin at the temperature set by the driver, and shouldn't be confused with basic air-conditioning.

Set the system to the desired temperature, and the climate control will automatically turn

on the air-con to cool the car down or turn the heaters up depending on what's required.

Dual-zone climate control is also available to allow the passenger to set a different temperature to the driver. Multi-zone gives rear passengers control, too.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

58 Mercedes E-Class

Rating ★★★★★



Price: £37,420
Aim-to-pay: £29,719

E250 CDI SE Economy: 57.6mpg CO₂: 129g/km
0-62mph: 7.5 secs **Predicted value after 3yrs: £14,775**
Key equipment: Heated and electric mirrors, 17-inch alloy wheels, front and rear parking sensors, LED headlights, leather upholstery, heated front seats

THE stately E-Class has long been a firm favourite among the nation's executive car buyers, and it's easy to see why. A comfortable ride, economical engines, a built-to-last interior and strong residuals are key factors in its appeal. Add in its premium badge, and you have one incredibly desirable car.

The E-Class range is vast, but we'd keep things simple with the E250 CDI in SE trim. Powered by a tried-and-tested 2.1-litre diesel, it has a healthy 201bhp. However, it's cheap to run, promising 57.6mpg fuel economy, while emissions of just 129g/km mean low road tax bills of £110 a year.

57 Peugeot 108

Rating ★★★

108 1.0 Active Top 5dr Econ: 68.9mpg CO₂: 95g/km
0-62mph: 11.2 seconds **Predicted value after 3yrs: £4,800**
Key equipment: Air-conditioning, seven-inch touchscreen with Mirror Screen, DAB radio, Bluetooth

THE new Peugeot 108 may not be quite at the top of the city car class – a position its predecessor enjoyed when it first appeared a decade ago – but there's still plenty to like about it, from its precise handling to its well built cabin. Although the little Peugeot is technically the same as the Citroen C1 and Toyota Aygo, it's handsome and shows off some typical French flair, plus it's very cheap to run.

To add some extra sparkle, we'd opt for the Active Top version. It costs £1,000 more than the standard Active, but adds a neat folding fabric roof. And while you'll have to work the 68bhp 1.0-litre three-cylinder engine hard, it will reward you at the pumps, as it returns 68.9mpg.



Price: £10,995
Aim-to-pay: £9,652

56 Honda CR-V

Rating ★★★



Price: £26,740
Aim-to-pay: £26,740

1.6 i-DTEC SE Navi Economy: 62.8mpg CO₂: 119g/km
0-62mph: 11.2 secs **Predicted value after 3yrs: £11,750**
Key equipment: Dual-zone climate control, electronically retractable door mirrors, rain-sensing windscreen wipers, front and rear parking sensors, sat-nav

HONDA'S CR-V is just one of a host of compact SUVs buyers can go for. While others offer more style and, in some cases, lower running costs, the CR-V is a dependable choice that's well worth considering. Factor in good build quality and a tough interior that can suffer the rigours of family life, and the Honda is a strong contender in the marketplace.

The CR-V range isn't exactly the simplest to get your head around, but we'd go for the SE Navi version. It offers a good range of standard kit that is competitive with similarly priced rivals, and the 1.6-litre diesel engine is the best all-rounder.

55 Hyundai i10

Rating ★★★★★



Price: £9,610
Aim-to-pay: £8,435

i10 1.0 SE Economy: 60.1mpg CO₂: 108g/km
0-62mph: 14.9 seconds **Predicted value after 3yrs:** £4,800
Key equipment: Driver's seat height adjustment, cruise control, air-con, electric and heated door mirrors, remote central locking

THE Hyundai i10 ranks as one of the best city cars on sale. By blending a grown-up driving experience with a handsome exterior and stylish cabin, it has shaken off the bargain-basement image of its predecessor. Even so, the i10 still represents great value for money and should be cheap to run.

While it's primarily designed to negotiate congested city streets, the i10 is also a refined companion on the motorway. On country roads, it's composed and agile thanks to a precise five-speed manual gearbox and direct steering.

To keep running costs down, opt for the 1.0-litre over the 1.2, but go for the well equipped mid-range SE version.

54 Mazda 3

Rating ★★★★★

3 2.0 SE Nav Economy: 55.4mpg CO₂: 119g/km
0-62mph: 8.9 seconds **Predicted value after 3yrs:** £7,225
Key equipment: Seven-inch colour touchscreen infotainment system, sat-nav, leather-wrapped steering wheel, air-conditioning, Bluetooth

ONCE a leftfield choice, Mazda's latest 3 is one of the best of the bunch in the compact hatchback market. It feels more fun to drive than a Ford Focus or Volkswagen Golf, and thanks to Mazda's niche positioning, the 3 can also consider the premium Audi A3 and BMW 1 Series as rivals, too.

We'd opt for the SE Nav-spec car which, in typical Japanese tradition, offers a generous amount of equipment, including sat-nav, touchscreen infotainment and air-con, for not a lot of money. Pick of the engines is the 2.0-litre petrol – it's one of Mazda's brilliant SkyActiv units, which feature reduced numbers of components to save weight and improve efficiency. It produces 118bhp and returns an impressive 55.4mpg.



Price: £17,895
Aim-to-pay: £15,198

53 Mercedes GLA

Rating ★★★★★



Price: £26,265
Aim-to-pay: £25,510

GLA 200 CDI Sport Economy: 62.8mpg CO₂: 119g/km
0-62mph: 10.0 seconds **Predicted value after 3yrs:** £13,675
Key equipment: Reversing camera, 18-inch alloy wheels, powered tailgate, rain-sensing windscreen wipers, aluminum roof rails, leather-covered steering wheel

PREMIUM small crossovers are all the rage, with Mercedes' GLS one of the most stylish around. At a glance, the GLA looks like an A-Class hatchback on stilts – and that's no coincidence, because that's essentially what it is. Mercedes has combined all the attributes of the A-Class – good looks, fine build quality, lots of kit and strong badge appeal – and wrapped them up in a rugged crossover package.

Due to its limited ground clearance, the GLA is more at home on flat roads than hills, so we'd save money and opt for the two-wheel-drive Sport fitted with the 134bhp 2.1-litre diesel.

A-Z of options

DAB

Get crystal-clear reception with a digital radio

THE full-scale digital radio switchover might not have happened yet, but it's still well worth having a Digital Audio Broadcasting (DAB) radio fitted. Nearly two-thirds of new cars come equipped with DAB, which allows you to get a signal for your favourite

stations while driving across the country, rather than having to manually search through frequencies. If you want a car that's not offered with DAB as standard or an option, then consider getting an adapter. Best Buy in our Issue 1,332 test was the Pure Highway 300Di.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

52 BMW 3 Series

Rating ★★★★★



Price: **£29,475**

Aim-to-pay: **£29,475**

320d SE Economy: 61.4mpg CO₂: 120g/km
0-62mph: 7.5 seconds Predicted value after 3yrs: £12,950
Key equipment: Two-zone air-conditioning, 17-inch alloy wheels, rear parking sensors, rain-sensing wipers, automatic headlights, auto dimming rear view mirror

BMW'S 3 Series sets the benchmark for small executive cars. It provides fine handling, a spacious interior, affordable running costs and, most importantly of all, it has a solid gold image, thanks to the BMW badge.

We'd opt for the 320d as its 182bhp 2.0-litre diesel engine offers all the performance you need, but promises to return 61.4mpg at the pumps. In addition, it costs only £30 a year to tax, thanks to CO₂ emissions of 120g/km.

While other trims offer more style and luxury, the SE boasts a decent amount of kit and slips in at less than £30,000.

51 Jaguar F-Type

Rating ★★★★★

F-Type S Roadster Economy: 31.0mpg CO₂: 203g/km
0-62mph: 4.9 seconds Predicted value after 3yrs: £36,925
Key equipment: Touchscreen multimedia system, electric leather seats, cruise control, dual-zone climate control, 18-inch alloy wheels

GORGEOUS looks, a glorious soundtrack and engaging handling mark the Jaguar F-Type out as something very special. It isn't quite as accomplished as a Porsche Boxster, but it's packed with character. It's great fun to drive, with superb body control, strong grip and quick, precise steering.

The interior is also upmarket and feels special, as long as you can live with the limited boot space.

Although the V8 engine is truly mighty, this model is pricey to buy and extremely thirsty, so we'd settle for the excellent supercharged 3.0-litre V6 in 375bhp S spec. If you don't go overboard on the options, then you'll find the F-Type to be a fantastic car for the money.



Price: **£67,535**

Aim-to-pay: **£67,535**



50 Peugeot 208

Rating ★★★



Price: **£12,895**

Aim-to-pay: **£10,867**

208 1.2 VTi PureTech Active

Economy: 63.0mpg CO₂: 104g/km 0-62mph: 12.2 seconds
Predicted value after 3yrs: £5,575 Key equipment: Seven-inch touchscreen, electric mirrors and windows, satellite navigation, Bluetooth, cruise control, air-conditioning

WITH newer superminis such as the Skoda Fabia and Mazda 2 hogging the limelight, the 208 is often overlooked. But it has lots to offer, with a stylish design, quality interior and tidy handling that puts it among the best in the class for driving.

There's also an extensive choice of engines and trims, with lengthy equipment lists throughout. Small petrols, torquey diesels and rapid GTi variants are available, but our choice is the frugal and fizzy three-cylinder 1.2 VTi petrol, which delivers a decent mix of performance, economy and price. Active spec also gets all the vital equipment, plus a few luxuries.

49 Porsche Macan

Rating ★★★★★



Price: £43,648
Aim-to-pay: £43,648

Macan S Diesel Economy: 46.3mpg CO₂: 159g/km
0-62mph: 6.3 seconds **Predicted value after 3yrs: £25,900**
Key equipment: Touchscreen multimedia system, electrically adjustable leather seats, cruise control, dual-zone climate control, 18-inch alloy wheels

IT'S not often a Porsche can be considered great value, but the Macan is a very impressive all-rounder for the price. As off-roaders go, the mini Cayenne has its rivals licked when it comes to agility and driving engagement. But it also doesn't compromise in other areas, with a roomy, high-quality cabin, peerless refinement and a composed ride.

Although it's tempting to opt for the rapid 394bhp Turbo, when you begin adding optional extras the price can soon soar beyond £60,000. The best bet is the diesel, which is punchy, impressively refined and capable of more than 45mpg.

48 Skoda Octavia

Rating ★★★★★

Octavia 2.0 TDI SE Estate Econ: 67.3mpg CO₂: 110g/km
0-62mph: 8.6 seconds **Predicted value after 3yrs: £9,475**
Key equipment: Touchscreen multimedia, climate control, Bluetooth, DAB radio, alloy wheels, post-collision braking system

FOR those more interested in substance than style, the Octavia ticks a lot of boxes. Many rival estates look sharper, but the Skoda counters with practicality that shames cars from the class above. There's room for five adults, plus an enormous 610-litre boot, and the cabin is solidly put together.

On the road, it delivers an impressive ride, with well weighted steering, decent grip and strong brakes.

There's plenty of choice in the range, too. You can have models with fuel-sipping efficiency or a hot vRS, but we'd pick the all-rounder of the range: the 2.0 TDI in well equipped SE spec. It's got plenty of torque for overtaking on the motorway, yet impresses with claimed 67.3mpg economy.



Price: £22,745
Aim-to-pay: £18,480

47 Peugeot 3008

Rating ★★★



Price: £23,850
Aim-to-pay: £17,851

3008 2.0 HDi Allure Economy: 53.0mpg CO₂: 139g/km
0-62mph: 9.7 seconds **Predicted value after 3yrs: £9,950**
Key equipment: Satellite navigation, Bluetooth, front and rear parking sensors, cruise control, climate control, heated electric mirrors, 18-inch alloy wheels

LOOK past the 3008's rather ungainly looks, and there's a competent car underneath. The crossover hatch came out in 2008, but has received a number of updates to keep it in line with rivals. The upmarket cabin features plenty of space for five, while the boot is a useful 512 litres. It's no sports car, but the smooth ride and decent refinement are ideal for UK roads.

There's a range of engines to choose from, including an innovative diesel-electric hybrid, but we'd pick the punchy and smooth 2.0-litre HDi 150 diesel. It also benefits from Dynamic Roll Control suspension for sharper handling.

A-Z of options

Heated screen

QuickClear set-up shifts ice from glass in seconds

SHIFTING ice from a windscreen in the winter months can be a cold and long-winded affair. Fortunately, the Quickclear Windscreen tech first seen on Ford models has started to be adopted by more manufacturers, including the likes of Jaguar, Land Rover, Mazda,

Mercedes and MINI. Most systems work by using a heated filament within the screen. The driver simply presses a button and as it heats up it clears any ice within minutes – so no more stockpiling cans of de-icer or spending ages working with a scraper.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

46 Skoda Yeti

Rating ★★★★★



Price: £18,245
Aim-to-pay: £17,042

Yeti 1.2 TSI SE Economy: 46.3mpg CO₂: 142g/km
0-62mph: 11.4 seconds **Predicted value after 3yrs: £8,825**
Key equipment: Dual-zone air-conditioning, uprated sound system with USB connection, cruise control, privacy glass, 16-inch alloy wheels, jumbo storage box

SKODA'S crossover is a great choice for those who need a practical, do-anything car for not a lot of money. Its boxy styling might look a bit dated, but it means the Yeti is one of the most spacious cars in its class, with a 1,760-litre load capacity if you take out the rear seats. It's also surprisingly fun to drive, with strong grip and sharp steering.

There's a comprehensive engine range, too. Although the diesels are impressive, we'd save money and go for the 1.2 TSI petrol. Don't be fooled by the small capacity, as it's got plenty of mid-range torque and can manage more than 45mpg.

45 Vauxhall Insignia

Rating ★★★★★

Insignia 2.0 CDTi 140 SRI Economy: 76.3mpg CO₂: 98g/km
0-62mph: 10.5 seconds **Predicted value after 3yrs: £8,475**
Key equipment: Sports seats, dual-zone climate control, Bluetooth, sports suspension, DAB radio, cruise control, 18-inch alloy wheels

VAUXHALL'S Insignia has been around since 2008, but a 2013 facelift has kept the long-serving family car fresh. It's stylish inside and out, with a well laid-out and spacious cabin, although its swooping roofline eats into rear headroom a little. The Insignia is also a great long-distance cruiser, thanks to low noise and a comfortable ride.

There's a huge variety of engines offered to buyers, from the 1.4 turbocharged petrol right up to the range-topping 321bhp 2.8-litre V6 in the sporty VXR model. However, we'd be tempted by the 2.0 CDTi diesel in mid-range 138bhp power output. It's smooth and punchy enough, and returns an impressive 76mpg at the pumps.



Price: £22,250
Aim-to-pay: £13,999

44 Volvo V40

Rating ★★★★★



Price: £22,250
Aim-to-pay: £18,681

V40 D2 SE Economy: 83.1mpg CO₂: 88g/km
0-62mph: 11.8 seconds **Predicted value after 3yrs: £9,350**
Key equipment: Keyless start, cruise control, Bluetooth, infotainment system, autonomous braking, climate control, ambient lighting, 16-inch alloy wheels

OFTEN overlooked by premium hatch buyers, the Volvo V40 is a very capable choice. Its distinctive looks set it apart from rivals, and the cabin is light and airy. There are more spacious competitors, but Volvo seats are some of the most cossetting around, and the V40 offers a smooth ride on motorways.

There are plenty of faster models for the keener driver, but the star of the show is the 113bhp 1.6-litre D2 diesel engine. It offers enough performance for everyday use and returns 83mpg, with CO₂ emissions of only 88g/km. Mid-level SE spec provides all the equipment you really need, too.

43 Mercedes CLS

Rating ★★★★★



Price: £49,950
Aim-to-pay: £43,054

CLS 350 CDI BlueTEC AMG Line

Economy: 52.3mpg **CO₂:** 142g/km **0-62mph:** 6.5 seconds
Predicted value after 3yrs: £21,725 **Key equipment:** Adaptive LED headlights, dual-zone climate control, cruise control, sat-nav with eight-inch infotainment display, leather, 19-inch alloys

If you prefer your executive saloon to be sleek rather than square, you can't do much better than the CLS. It's a much more handsome prospect than Mercedes' E-Class, and delivers an accomplished drive with tidy handling and a comfortable ride. Inside, the attention to detail is second to none, while the sloping roof doesn't hugely affect passenger space.

The CLS offers everything from a four-cylinder diesel engine to a 577bhp bi-turbo AMG V8. But the sweet spot in the range is the 258bhp V6 diesel in the CLS 350. With 620Nm of torque and a new nine-speed auto, it's fast but can touch 50mpg.

42 Volkswagen Polo

Rating ★★★★★

Polo 1.2 TSI SE **Economy:** 60.1mpg **CO₂:** 107g/km
0-62mph: 10.8 seconds **Predicted value after 3yrs:** £7,125
Key equipment: Air-conditioning, DAB radio with 6.5-inch colour touchscreen, Bluetooth, post-collision braking system, electric heated mirrors

THE Polo sets the supermini standard that others have to beat. Although it doesn't excel in all areas, it's a strong performer across the board, especially when powered by the punchy and economical 1.2-litre TSI petrol engine.

It offers a spacious interior that's solidly put together, as well as a comfortable ride, decent levels of grip and nimble handling. Plus, refinement on the road would shame cars from the class above.

Our pick is the 89bhp 1.2 TSI in mid-level SE spec, as it serves up plenty of equipment and a strong mix of performance and economy for less than £14,000.



Price: £13,730
Aim-to-pay: £11,969

41 Suzuki Swift

Rating ★★★★★



Price: £11,599
Aim-to-pay: £11,599

Swift SZ4 5dr **Economy:** 65.7mpg **CO₂:** 99g/km
0-62mph: 12.3 seconds **Predicted value after 3yrs:** £5,850
Key equipment: Alloys, climate control, Bluetooth, iPod connectivity, front foglights, split-folding rear bench

ALTHOUGH there's much to like about the Swift, it's fallen down the supermini pecking order in a class that gets better and better. That's largely because the cabin is awash with hard, dark plastics, making it all a bit grim, while the boot is small compared to those of the class leaders.

Dynamically the car is excellent, though, plus it's great value – SZ4 trim includes cruise and climate control, as well as Bluetooth. Owners generally report good reliability, too.

There's no diesel, but the recently introduced 1.2 Dualjet is a frugal and eager performer, while the entertaining chassis and quick steering make pressing on in the Swift a lot of fun.

A-Z of options

Hill-start assist

System helps you pull away safely while on a slope

THIS helpful system stops the car from rolling backwards on a hill and is finding its way into newer manual transmissions as well as semi-automatics. When you lift your foot off the brake to pull away on a slight gradient, the hill-start assist will automatically

engage by maintaining brake pressure to hold the car stationary for a couple of extra seconds to give you a chance to press the throttle. It's the equivalent of performing a handbrake hill start on older cars, but is an automatic assistance system.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

40 Audi A4

Rating ★★★★★



Price: £29,620
Aim-to-pay: £22,842

A4 2.0 TDI Ultra SE Technik

Economy: 67.3mpg **CO₂:** 109g/km **0-62mph:** 8.3 seconds
Predicted value after 3yrs: £13,225 **Key equipment:** Alloys, climate control, sat-nav, DAB radio, Bluetooth, leather

THE seven-year-old A4 is rapidly looking antiquated, although frequent upgrades to the car's refinement – especially in the engine department – and equipment have kept it a desirable executive saloon. The 2.0-litre TDI Ultra engine feels modern: it's smooth and punchy, and returns outstanding economy.

All versions of the A4 suffer from a hard ride, but it's the cabin that lets the side down really. While it's well screwed together, it now looks clumsy and button-heavy compared to those on offer from Mercedes and BMW. Age means you'll get a good price, and residuals remain strong, although they'll take a knock once the new A4 is announced later this year.

39 Mercedes C-Class

Rating ★★★★★

C220 CDI SE auto **Economy:** 65.7mpg **CO₂:** 109g/km
0-62mph: 7.4 seconds **Predicted value after 3yrs:** £13,175
Key equipment: Alloy wheels, climate control, DAB radio, Bluetooth, Artico 'leather' upholstery, cruise control

A SUPERBLY designed, high-quality interior helps the latest C-Class to stand out in the fiercely competitive compact executive sector these days, plus Mercedes has worked hard on the exterior, which oozes upmarket kerb appeal.

The car is great value, too, with a long list of standard equipment even in entry-level form, while strong economy from the tried-and-tested 2.1-litre four-cylinder diesel engine – even with an automatic gearbox – means your wallet shouldn't take a battering. SE spec is perfectly adequate, as it brings fake leather, DAB and Bluetooth. Only the slightly clattery diesel and patchy ride quality prevent the Mercedes from being a true class contender.



Price: £31,205
Aim-to-pay: £28,107



38 SEAT Leon

Rating ★★★★★



Price: £17,235
Aim-to-pay: £14,210

Leon 1.2 TSI SE **Economy:** 57.6mpg **CO₂:** 114g/km
0-62mph: 10.0 seconds **Predicted value after 3yrs:** £7,400
Key equipment: Alloy wheels, air-conditioning, touchscreen media system, Bluetooth, iPod connectivity, front foglights

TODAY'S SEAT Leon is a quantum leap away from the previous generation in terms of quality, refinement, driving dynamics, ergonomics and, arguably, image. Our 2013 Car of the Year is one of the most spacious family hatchbacks money can buy, as well as being one of the most sharply styled.

Sporty FR versions have the most kerb appeal, but for us, a mid-spec SE with the super-smooth and economical 1.2-litre TSI petrol engine is all the family car you need. Since launch, SEAT has been giving away full-LED headlights and touchscreen sat-nav as part of a free upgrade – and they're worthwhile extras that improve the car's looks and make it even easier to live with.

37 Toyota Aygo

Rating ★★☆☆



Price: £11,395
Aim-to-pay: £9,813

Aygo x-pression 5dr Economy: 68.9mpg CO₂: 95g/km
0-62mph: 14.2 seconds Predicted value after 3yrs: £4,850
Key equipment: Alloy wheels, air-conditioning, DAB radio, Bluetooth, electric mirrors, remote central locking

TOYOTA has kept the engine choice simple for its city car – a 68bhp three-cylinder petrol is all you can have – but made the Aygo hugely customisable in other respects. Even the colour of the distinctive front bumper panel can be changed, as can the interior trim parts.

This car is clearly aimed at younger drivers, and the touchscreen infotainment system is a doddle to link to a smartphone and operate. And while pace isn't the Aygo's thing, it's extremely agile around town and surprisingly quiet at higher speeds, too. As it's a strict four-seater with a small boot, practicality is lacking, but the Toyota is a fun first car.

36 Tesla Model S

Rating ★★★★★

Model S 85kWh Range: 311 miles (4.5 hours, home charger)
CO₂: 0g/km 0-62mph: 4.2 secs Predicted value after 3yrs: N/A
Key equipment: Alloy wheels, cruise control, leather upholstery, touchscreen control interface, Bluetooth, iPod connectivity

ON paper, the Model S is the perfect car. It seats up to seven people, provides the refinement of a luxury saloon, accelerates like a supercar, has zero tailpipe emissions and claims an impressive range of 311 miles from a single charge.

The reality isn't as perfect – but this is still one of the best electric cars yet. The lack of charging infrastructure in this country seriously holds the Tesla back, but in every way the car is a fantastically futuristic, practical and cheap to run alternative to a BMW 7 Series.

Extremely quiet at low speeds, and with an enormous touchscreen control panel, it's a joy to sit in – and amazingly quick. A large hatchback makes it a practical choice, too.



Price: £62,735
Aim-to-pay: £62,735

35 Citroen C1

Rating ★★☆☆



Price: £9,595
Aim-to-pay: £9,519

C1 1.0 Feel Economy: 68.9mpg CO₂: 95g/km
0-62mph: 14.3 seconds Predicted value after 3yrs: £4,650
Key equipment: Air-conditioning, DAB radio, body-coloured wing mirrors, remote central locking

THE C1 is about as striking as little cars come, especially at the front. However, despite being newer than the class-leading Volkswagen up!, it struggles to keep pace in the key areas of practicality, refinement and crash protection.

It rides well, though, especially around town, and the light, sharp steering gives it an appropriate sense of agility. The 69bhp 1.0-litre three-cylinder engine is powerful enough to pull around this very light car, and although it struggles with a full load, its near-70mpg claimed fuel economy means you'll rarely have to stop at the pumps. Mid-level Feel spec looks good value, too, as it includes all the essential kit.

A-Z of options

Lane departure

Stay in lane with this essential piece of safety tech

LANE departure warning is used to alert a driver that their car is beginning to stray over the white line into another lane. The system is set off if the driver starts to move over without using their indicator, and uses a high-pitched tone or a vibration through the steering

wheel – or both, depending on the system – to provide a warning. In some models, the technology will even steer the car back into the lane the driver was in. Unlike many other safety systems, this tends to be given the same name by all manufacturers.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

34 Renault Captur

Rating ★★★★★



Price: £15,195
Aim-to-pay: £12,000

Captur TCe 90 Dynamique MediaNav

Economy: 56.5mpg **CO₂:** 115g/km **0-62mph:** 13.0 seconds
Predicted value after 3yrs: £6,975 **Key equipment:** Alloys, climate control, cruise control, touchscreen infotainment, sat-nav, Bluetooth, iPod connectivity, front foglights

RENAULT was late to the supermini-SUV party with the Captur, but it proved it had learned from rivals and improved on them in a couple of areas – mainly packaging. The car is very spacious, with a big boot and plenty of room inside – a family of four could comfortably live with this car. It handles well, too, as it shares many of its underpinnings with the Clio.

A bland, poor-quality cabin lets it down, and the multimedia system is confusing. None of the engines feels quick, and the diesel doesn't get close to its claimed economy, so go for the smooth three-cylinder petrol in well equipped Dynamique trim.

33 Vauxhall Adam

Rating ★★★★★

Adam 1.0 T Slam **Economy:** 55.4mpg **CO₂:** 119g/km
0-62mph: 9.9 seconds **Predicted value after 3yrs:** £5,925
Key equipment: Alloys, air-conditioning, cruise control, heated electric mirrors, Bluetooth, iPod connectivity

VAUXHALL aimed at the MINI with the Adam and fell short, although it still created a decent city car in the process. It's certainly eye-catching, and there are personalisation options aplenty, but the three-door's main failing is the overly hard ride – a result of Vauxhall's attempt to make the Adam sporty.

Buyers can also rule this car out if they need any usable amount of back seat space, while there's only a tiny load bay, too. Still, the driving environment looks good – especially if it's specified in optional bright trim colours.

The 1.0-litre three-cylinder turbocharged petrol is by far the most engaging option – this is always the engine we'd go for, with its blend of decent economy and strong refinement.



Price: £15,350
Aim-to-pay: £13,558

32 Lexus NX 300h

Rating ★★★



Price: £31,495
Aim-to-pay: £31,495

NX 300h SE **Economy:** 54.3mpg **CO₂:** 121g/km
0-62mph: 9.3 seconds **Predicted value after 3yrs:** £16,225
Key equipment: Alloy wheels, cruise control, climate control, heated seats, Bluetooth, iPod connectivity

LEXUS' family crossover comes with either a petrol-electric hybrid drivetrain or a turbocharged petrol engine. As with other models in the range, there's no diesel option. The former will be very cost effective for some company drivers, while for most it simply means the NX will deliver average real-world economy.

And in fact, striking styling and high-quality cabin aside, a lot about the NX is only average. Its touchscreen media system isn't very intuitive, and on the road its CVT gearbox is whiny.

This Lexus serves up neither sporty handling nor a cossetting ride – it falls uncomfortably between the two. Still, if you take the plunge, top-notch reliability and customer service are guaranteed.

31 Jaguar XF

Rating ★★★★★



Price: £33,950
Aim-to-pay: £33,950

XF Luxury 2.2D 200 Economy: 54.3mpg CO₂: 139g/km
0-62mph: 8.5 seconds Predicted value after 3yrs: £15,825

Key equipment: Alloys, climate control, leather, power seats, automatic box, touchscreen media and sat-nav, Bluetooth

'LUXURY' normally suggests flagship trim, but this is the entry-level version of the XF executive saloon. Still, it doesn't matter, as the car doesn't miss out on much, and Jag's 197bhp four-cylinder diesel is one of the best – not as smooth as a V6, but quick enough and capable of up to 800 miles on a tank.

Although outright space isn't the XF's forte, it's a very sharp-handling rear-wheel-drive saloon, plus it's quiet at low speeds and has a superb ride on the motorway.

Leather, sat-nav, Bluetooth and a responsive eight-speed automatic transmission are all included as standard, meaning even the lowest-priced XFs have the executive feel you expect.

30 Peugeot 308

Rating ★★★★★

308 1.2 PureTech 130 Active Econ: 61.4mpg CO₂: 107g/km
0-62mph: 9.6 seconds Predicted value after 3yrs: £7,075

Key equipment: Alloys, climate control, Bluetooth, sat-nav, touchscreen media interface, rain-sensing windscreen wipers

FOR the latest-generation 308, Peugeot altered the fundamentals of the driving position, fitting a small steering wheel and moving the instrument dials so they could be viewed above the rim. It's not for everyone, but those who like it will find nothing much wrong with cabin quality, comfort and space aboard the family hatchback – although passengers in the rear might want more legroom.

The 308 still isn't the best driver's choice, but three-cylinder petrol engine tech is rarely better demonstrated than in the 1.2 PureTech, which is smooth, punchy and offers the sort of economy that would have been unheard of in a petrol family car not so long ago. Its lightness improves handling, too.



Price: £18,695
Aim-to-pay: £15,498

29 Vauxhall Astra

Rating ★★★★★



Price: £18,910
Aim-to-pay: £12,000

Astra 1.6 CDTi 110 Tech Line

Economy: 80.7mpg CO₂: 97g/km 0-62mph: 13.8 seconds

Predicted value after 3yrs: £7,475 **Key equipment:** Alloys, air-conditioning, cruise control, electric windows, iPod connectivity, front foglights, split-folding rear bench

SIX years after launch, Vauxhall's Astra still stands out with its classy cabin, although the hatch's popularity is more down to its value than its ability. Tech Line is the mid-spec in a confusing range, and has enough kit to justify the host of dash buttons.

Despite good refinement, the driving experience in this Vauxhall is rather vague, with over-assisted steering and not much feel through the driver's seat – the car looks more dynamic than it actually is. For us, the best all-rounder is the torquey 1.6 CDTi diesel, and we'd definitely suggest using the list price as a starting point for negotiation.

A-Z of options

Sat-nav

Why built-in navigation doesn't always add up

A BUILT-IN navigation system is often taken for granted these days as so many cars come with such set-ups as standard – particularly premium models. However, it's worth finding out if sat-nav will add much value if you're shopping at the cheaper end

of the market. Unless you go for a more advanced system, city car and supermini buyers are better off getting a good-quality portable sat-nav – or relying on a smartphone app – as you won't get the money back on a built-in package when you sell the car on.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

28 Audi Q3

Rating ★★★★★



Price: £25,340
Aim-to-pay: £24,218

Q3 1.4 TFSI SE Economy: 47.9mpg CO₂: 137g/km
0-62mph: 9.2 seconds **Predicted value after 3yrs:** £10,775
Key equipment: Alloys, climate and cruise control, heated mirrors, iPod connectivity, Bluetooth, front foglights

THE Q3 is perhaps the most conservative car in the premium small SUV class, which also includes the likes of the Mercedes GLA and BMW X1. But what the Audi lacks in flair it makes up for in solidity, refinement and low running costs.

It's a good car to drive as well, serving up the sharpness of a smaller, lower hatchback – although the trade-off for this is a rather firm and unsettled ride at low speeds.

The 1.4 TFSI petrol engine is quiet and powerful enough for the Q3, and returns decent fuel economy, so we wouldn't bother with thirstier quattro versions, or firm-riding S line models, with their bigger wheels and stiffer suspension.

27 Ford Kuga

Rating ★★★★★

Kuga 1.5T Zetec FWD Economy: 45.6mpg CO₂: 143g/km
0-62mph: 9.7 seconds **Predicted value after 3yrs:** £10,475
Key equipment: Alloys, Bluetooth, air-conditioning, DAB radio, cruise control, heated windscreen, tyre pressure monitoring

FORD knows how to set up a hatchback to ride comfortably and handle with involvement, and it's managed to transfer this across to the Kuga crossover as well. Sadly, the rugged five-door also carries its cluttered dashboard over from the Focus, and it simply can't compete with the likes of the Nissan Qashqai for overall refinement.

Still, the boot is impressively large, stretching to nearly 2,000 litres with the rear seats folded. Frugal TDCi diesels are available, but for our money the pick of the Kuga range is the 1.5-litre EcoBoost petrol in Zetec trim. It has all the essential equipment, feels quite quick, should return over 40mpg and is temptingly priced.



Price: £20,995
Aim-to-pay: £20,539



26 Honda Civic

Rating ★★★



Price: £20,570
Aim-to-pay: £20,570

Civic 1.6 i-DTEC SE Plus Econ: 78.5mpg CO₂: 94g/km
0-62mph: 10.5 seconds **Predicted value after 3yrs:** £9,025
Key equipment: Alloys, dual-zone climate control, automatic wipers and lights, cruise control, reversing camera

THE newly revised Honda Civic is a mixed bag, excelling in some areas, but falling well short in others. It has a huge boot, clever folding rear seats and lots of equipment as standard, but its petrol engines are noisy and gutless, rear visibility is limited and its dashboard layout is rather haphazard.

The car's party trick, though, is its amazingly frugal 1.6-litre diesel engine, which owners report is well capable of matching its near-80mpg claimed economy in the real world. Build quality is top notch, too, even though the cabin lacks the high-grade feel of even mid-level hatches like the Peugeot 308. SE Plus spec feels well equipped, but it does without sat-nav.

25 Mercedes M-Class

Rating ★★★★★



Price: £51,335
Aim-to-pay: £46,707

ML 350 CDI SE Executive Econ: 39.2mpg CO₂: 189g/km
0-62mph: 7.4 seconds **Predicted value after 3yrs: £25,875**
Key equipment: Alloy wheels, climate control, cruise control, leather upholstery, heated electric mirrors, Bluetooth, sat-nav

ONE of the original premium SUVs, the M-Class doesn't exactly shine in any one area – it's neither as efficient as a BMW X5 nor as comfortable as a Range Rover Sport. Still, it's spacious and has the superb build quality you'd expect of a big Mercedes. Tough competition means you're in a strong position to haggle on the price with your local dealer, too.

The ML 350 diesel is the default choice in the range – it's torquey enough to haul the heavy 4x4 around at decent pace, and it's quiet and reasonably efficient. SE Executive trim feels plush, with leather upholstery as standard, as well as powered memory seats and climate control.

24 Citroen C4 Cactus

Rating ★★★★★

C4 Cactus PureTech 110 Feel Econ: 60.1mpg CO₂: 107g/km
0-62mph: 9.3 seconds **Predicted value after 3yrs: £6,900**
Key equipment: Alloys, air-con, cruise control, touchscreen controls, Bluetooth connectivity, electric door mirrors

FEW cars polarise opinion with their styling quite as much as the Citroen C4 Cactus – its looks are just as likely to turn you off entirely as they are to seal the deal.

However, beneath the body, protected by those unique Airbumps on the doors, is a well packaged car with plenty of space for people and luggage, as well as a minimalistic design that features a largely intuitive, iPad-inspired touchscreen interface for the major controls.

Classic Citroen traits remain, so the Cactus isn't exactly sharp to drive and the driving position won't suit everyone, but the soft ride is comfortable, and the 1.2-litre PureTech petrol engine is remarkably efficient. It's good value, too.



Price: £15,890
Aim-to-pay: £13,867

23 Audi TT

Rating ★★★★★



Price: £29,860
Aim-to-pay: £29,227

TT 2.0 TFSI Sport Economy: 47.9mpg CO₂: 137g/km
0-62mph: 6.0 seconds **Predicted value after 3yrs: £16,650**
Key equipment: Alloys, air-con, Bluetooth, iPod connectivity, lane departure warning, xenons, LED daytime running lights

THE Audi TT gets better and better with each evolutionary change in generation. The recently launched Mk3 looks as good as ever, plus has a breathtaking interior, featuring the stunning, futuristic LCD Virtual Cockpit display that can be altered to the driver's taste. There's also a range of brilliant engines mixing strong performance and impressive efficiency.

Yet the appeal of the TT isn't dependent on trim or engine, so a front-wheel-drive Sport model will do nicely, as it serves up genuine pace, neat handling and near-50mpg economy without recourse to a noisier diesel. Keep options to a minimum, but the Technology Pack adds desirable sat-nav.

A-Z of options

Self-parking

Let car take over for parallel parking manoeuvres

FOR anyone who dreads parking in a parallel space at the roadside, a self-parking system – also known as Intelligent Parking Assist – could be a must-have extra. Once the driver presses the park assist button and indicates the side of the road they want to park,

sensors find a suitable space. The driver then controls the brake and throttle as the car steers itself into the gap. Again, it has many names, including Park Assist on VW Group cars, Active Park Assist at Ford and the Advanced Parking Guidance System at Lexus.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

22 Land Rover Discovery

Rating ★★★★★



Price: £47,495
Aim-to-pay: £47,495

Discovery SDV6 SE Tech Econ: 35.3mpg CO₂: 213g/km
0-62mph: 9.3 seconds **Predicted value after 3yrs: £25,425**
Key equipment: Alloys, climate control, leather, xenons, touchscreen media, sat-nav, Bluetooth, Terrain Response

A 2015 update to the brilliant Discovery introduces a new mid-range SE Tech spec, and it offers the best balance of cost versus equipment in the range. Then again, the seven-seat Discovery is one of the best all-rounders there is in any trim. Not only is it hugely capable off-road, it's also a fine luxury car with amazing refinement, loads of space and impeccable interior quality.

The split tailgate makes loading the huge luggage bay really easy, while even the two seats that flip up out of the boot floor offer reasonable comfort. The price buyers pay is high running costs, as the V6 diesel has 2.5 tonnes of heavy 4x4 to pull, and it's hardly quick. Discovery reliability is also patchy.

21 Mercedes B-Class

Rating ★★★

B200 CDI SE Economy: 65.7mpg CO₂: 111g/km
0-62mph: 9.9 seconds **Predicted value after 3yrs: £12,100**
Key equipment: Alloys, air-con, electric heated mirrors, iPod connectivity, Bluetooth, split-folding rear bench

IT'S not the most exciting family car by any stretch, but the Mercedes B-Class is certainly a spacious and prestigious compact people carrier with a high-quality feel.

We'd ditch any sporty pretensions and go for SE spec, which is more comfortable on its softer springs than the AMG Line versions, while the 2.1-litre diesel engine is well suited to hauling a full car around without ever feeling quick.

The B-Class is limited by the fact there's no seven-seat option, and although SE spec has the basics, the options list is as wide-ranging as it is expensive. If a Renault Scenic just doesn't have the right premium image for you, this Mercedes could be your perfect tall family car.



Price: £23,650
Aim-to-pay: £21,170



20 Range Rover Sport

Rating ★★★★★



Price: £66,250
Aim-to-pay: £66,250

Range Rover Sport SDV6 HSE Dynamic
Economy: 37.7mpg CO₂: 199g/km 0-62mph: 7.1 seconds
Predicted value after 3yrs: £35,025 **Key equipment:** Alloys, climate control, leather upholstery, touchscreen infotainment system, hard drive music storage, Terrain Response, Bluetooth

THE Range Rover Sport is every inch the junior Range Rover, offering very nearly the same level of comfort and refinement, but in a more manoeuvrable package. The Dynamic pack improves the handling significantly, and although HSE is the 'entry-level' spec, it has all the kit any luxury car buyer would expect. And Terrain Response makes it a superb off-roader.

The main criticism of the Sport is its relatively cramped rear, and while the V6 is quick, it has a real diesel thirst. This car also misses out on the Range Rover's useful split tailgate, although the huge boot will be more than adequate for most people.

19 DS 3

Rating ★★★★★



Price: £15,630
Aim-to-pay: £12,639

DS 3 PureTech 110 DStyle Econ: 60.1mpg CO₂: 107g/km

0-62mph: 9.6 seconds **Predicted value after 3yrs: £6,825**

Key equipment: Alloys, air-conditioning, Bluetooth, cruise control, iPod connectivity, front foglights, electric mirrors

CONSIDERING its outlandish styling, you might have expected the DS 3 to age quickly when it first arrived in showrooms back in 2010. But in 2015, it appears as modern as ever. The premium supermini was the first in a wave of DS models, and proved a major sales success – it was central to the decision to separate the DS brand from Citroen.

It's not perfect – it's only sold as a three-door and it's expensive – but the DS 3 is an entertaining car to drive. Plus, when fitted with the PureTech petrol engine, it's fast and frugal, too. As with its MINI arch rival, buyers need to take care with the options list – DStyle trim is all you'll need.

18 Renault Clio

Rating ★★★★★

Clio TCe 90 Dynamique MediaNav

Economy: 62.8mpg **CO₂:** 104g/km **0-62mph:** 12.2 seconds

Predicted value after 3yrs: £6,825 **Key equipment:** Alloys, air-con, cruise control, touchscreen multimedia system, sat-nav, Bluetooth, iPod connectivity, front foglights

RENAULT'S 0.9-litre three-cylinder petrol engine suffers from very little vibration and suits the Clio's dynamic character well, while offering 60mpg-plus. And although it looks pricey, Dynamique Media Nav spec is the one to go for, with the R-Link touchscreen system and gloss black trim adding class to a minimalist cabin. That said, R-Link could be easier to use.

The Clio driving experience is similarly confused. The steering is sharp, and often jars with suspension that Renault has softened to improve ride comfort, but which ends up feeling bouncy. Still, a class-leading 300-litre boot and relatively airy cabin make the Clio a practical supermini.



Price: £14,495
Aim-to-pay: £12,108

17 BMW 1 Series

Rating ★★★★★



Price: £20,425
Aim-to-pay: £20,425

116i SE 5dr **Economy:** 52.3mpg **CO₂:** 125g/km

0-62mph: 8.5 seconds **Predicted value after 3yrs: £9,625**

Key equipment: Alloys, air-con, DAB digital radio, Bluetooth, iPod connectivity, leather steering wheel, front foglights

BMW's model hierarchy is mercifully easy to grasp, with few trim levels and a clear engine structure. The 116i SE is a bread-and-butter version, with the essential equipment and little else, and a smooth petrol engine that serves up sufficient performance but is more for those focused on fuel economy.

Rear-wheel drive makes the 1 Series a rewarding car on the road, and although the drivetrain eats into rear space a little, four adults will fit comfortably. Some people may find the offset pedals a little uncomfortable, but otherwise the 1 Series has a good, low-slung driving position, and interior quality largely impresses, with plenty of soft-touch materials.

A-Z of options

Sign recognition

System reads road signs to alert you to speed limits

TRAFFIC Sign Recognition does exactly what it says on the tin. It uses cameras in the front of the car to read road signs and warn the driver about the likes of speed limits or 'no overtaking' zones. As with all new technology, this has filtered down from premium

models – it was first seen in the likes of the BMW 7 Series and Mercedes S-Class – but it's now found in more mainstream cars such as the Ford Focus and Vauxhall Insignia. And it's generally packaged together with other advanced safety options.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

16 Volkswagen Golf

Rating ★★★★★



Price: £20,535

Aim-to-pay: £17,516

Golf 1.4 TSI Match 5dr Econ: 53.3mpg CO₂: 123g/km
0-62mph: 9.3 seconds Predicted value after 3yrs: £9,200

Key equipment: Alloys, air-con, front foglights, adaptive cruise control, power-folding mirrors, iPod and Bluetooth connectivity

AFTER generations of improvement, the Volkswagen Golf is still the standard by which family hatchbacks are judged. Rivals are more exciting and better to drive perhaps, but today's Golf is as refined as they come and stands apart with its high-quality feel. It's roomy, too, with plenty of rear seat and luggage space.

The VW Group's 1.4-litre TSI petrol engine is one of the smoothest around – revvy but with plenty of low-down grunt – and 50mpg is realistic. Mid-range Match spec offers a good balance of kit for the price, with essentials like alloy wheels and air-conditioning, as well as VW's intuitive, class-leading touchscreen infotainment system and adaptive cruise control.

15 Vauxhall Mokka

Rating ★★★

Mokka 1.4T Exclusiv Economy: 45.6mpg CO₂: 145g/km
0-62mph: 9.9 seconds Predicted value after 3yrs: £7,925
Key equipment: Alloys, climate control, cruise control, power-folding mirrors, iPod connection, Bluetooth, split-folding rear bench

THE Vauxhall Mokka operates in the highly fashionable small SUV crossover market. Given the intense competition, it has its work cut out to make an impression.

Yet with plenty of space in the cabin and every version well equipped, it's not without merit. Exclusiv trim offers the best blend of price and kit, with comforts like climate control, cruise control and Bluetooth phone connectivity.

Our favourite engine is the 138bhp 1.4-litre petrol turbo; it's smoother than Vauxhall's older CDTi diesels, and for average mileage drivers will be almost as economical. Also, go for front-wheel drive, as there's no need to specify 4WD in a Mokka. Only the unsettled ride and lifeless handling let the car down.



Price: £18,939

Aim-to-pay: £16,225



14 BMW i8

Rating ★★★★★



Price: £99,845 (inc £5k Govt grant)

Aim-to-pay: £99,845

i8 Economy: 134.5mpg CO₂: 49g/km 0-62mph: 4.4 seconds

Predicted value after 3yrs: £53,925 **Key equipment:** Alloys, climate control, LED headlights, twin HD driver information screens, sat-nav, DAB radio, Bluetooth, leather upholstery

GROUND BREAKING, revolutionary, era-defining... the BMW i8 generates superlatives like few other cars. It turns statistics on their heads to deliver astounding fuel economy and rip-roaring supercar performance in one package.

Clearly, this Audi R8 rival is more about futuristic tech than fuel economy, but the most impressive thing about the i8 is that despite its complex petrol-electric hybrid powertrain, it handles as well as you'd expect a £100,000 rear-wheel-drive BMW to.

The instant torque of the electric motor makes it feel quicker than its claimed 4.4-second 0-62mph sprint time, yet it promises 22 miles of electric-only driving on a full charge.

13 Mercedes A-Class

Rating ★★★★★



Price: £23,860
Aim-to-pay: £22,753

A200 CDI Sport Economy: 64.2mpg CO₂: 114g/km
0-62mph: 9.3 seconds **Predicted value after 3yrs: £11,775**
Key equipment: Alloys, air-con, Bluetooth, USB connectivity, sports seats, AMG body styling, collision prevention assist

THE A-Class underwent a transformation for the current generation, changing from a one-box MPV-style runabout to a genuinely sporty rival to the BMW 1 Series and Audi A3. And Mercedes certainly got the styling right, crafting one of the most striking family hatchbacks on the road.

But while the cabin is well ahead of its predecessor's, Mercedes didn't quite get the ride and handling balance right. The suspension of every A-Class is overly firm, especially on the Sport models. If you can live with that, then the A200 CDI Sport is a well equipped, quick and frugal hatch that comes with an impressive level of safety kit, too.

12 Audi A1

Rating ★★★★★

A1 1.4 TFSI Sport Economy: 57.6mpg CO₂: 115g/km
0-62mph: 8.8 seconds **Predicted value after 3yrs: £8,625**
Key equipment: Alloy wheels, air-con, iPod connectivity, Bluetooth, split-folding rear bench, stability control, remote central locking

AUDI'S A1 is the classiest city car by miles, and a superb ergonomic design means it feels very spacious, with a real 'big-car' driving position. Inspired by the TT, the cabin is everything you'd expect from an Audi product – simple, tasteful and intuitive, with a high-quality feel.

Sport trim sits in the middle of the range, and although it adds to the car's kerb appeal, the stiffer suspension really unsettles the A1's ride. In response to criticism, the brand has recently made revisions to improve comfort, and added a 94bhp three-cylinder petrol engine that returns 67.3mpg.

For our money, though, the tuneful 1.4-litre TFSI turbo petrol best suits the A1's zingy character.



Price: £16,690
Aim-to-pay: £15,927

11 Range Rover

Rating ★★★★★



Price: £73,950
Aim-to-pay: £73,950

Range Rover TDV6 Vogue Econ: 37.7mpg CO₂: 196g/km
0-62mph: 7.9 seconds **Predicted value after 3yrs: £38,625**
Key equipment: Alloys, four-zone climate control, heated power seats, leather upholstery, touchscreen infotainment system, sat-nav, panoramic sunroof, Bluetooth, hard drive music storage

NOT only is the Range Rover one of the best 4x4s in the world, it's also one of the best luxury cars. Engineers have managed to combine incredible refinement with sensational off-road ability. It's like driving your favourite armchair everywhere.

Clearly that comes at a cost, and it's possible to spend six figures on a Range Rover these days, but even entry Vogue models have all the kit and luxury you could ever need.

Although the 3.0-litre TDV6 lacks the punch and growl of the V8 diesel, with 256bhp it's powerful enough and links perfectly with the eight-speed auto box for effortless cruising.

A-Z of options

SOS button

Dials 999 for you in the event of an accident

AS the name suggests, this gives drivers direct access to emergency services, although again, makers call it different things – Citroen refers to it as eTouch, while at Toyota it's Safety Connect. If the driver's been in an accident, they can contact the emergency services just

by pressing the button. If the accident is more severe, the SOS button activates automatically. As with the Citroen system, it's often paired with a separate button for use in a breakdown, where it will send your location to your preferred recovery company.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

10 Kia Sportage

Rating ★★★★★



Price: £22,895

Aim-to-pay: £22,895



Sportage 1.7 CRDi Alpine Edition

Economy: 54.3mpg

CO₂: 135g/km

0-62mph: 12.3 seconds

Predicted value after 3yrs: £11,850

Key equipment: Alloy wheels, dual-zone climate control, touchscreen satellite navigation, reversing camera, two-tone leather upholstery, heated front and rear seats, premium audio system

NOT only does Kia's Sportage crossover look good, it's also a sensible buy given its seven-year warranty.

However, in the cabin and on the road it struggles to match the class leaders, suffering from vague steering, limited rear visibility, an unsettled ride and patchy cabin quality.

To increase its appeal, Kia has launched a couple of special editions. This Alpine Edition is our favourite, brimming with equipment including two-tone leather, a premium sound system, reversing camera, touchscreen navigation and heated rear seats.

Affordably priced, and with a frugal 1.7-litre diesel engine, this Sportage is very appealing indeed.

9 Nissan Juke

Rating ★★★★★



Price: £15,320

Aim-to-pay: £13,848

Juke 1.2 DIG-T 115 Acenta

Economy: 50.4mpg

CO₂: 129g/km

0-62mph: 10.8 seconds

Predicted value after 3yrs: £7,675

Key equipment: Alloy wheels, climate control, cruise control, iPod connectivity, front foglights, electric mirrors

THE concentration of Jukes on UK roads is a testament to the power of styling – the crossover SUV is all about visual impact, and the compromises are significant. A sloping roofline limits headroom, making the cabin feel cramped, and eats into boot space, while the limited driving position adjustment means the Juke feels like a high-riding city car from the inside. Interior quality could be better, too.

However, Nissan loads every Juke with lots of tech and the costs – both to buy the car and run it – are tempting.

A lower level Acenta model still gets climate control, cruise control and Bluetooth, while the 1.2-litre turbo petrol engine is tuned for low-end torque, so it feels flexible around town and is reasonably economical.



8 Range Rover Evoque

Rating ★★★★★



Price: £29,205
Aim-to-pay: £28,530



Evoque Pure eD4 5dr

Economy: 56.5mpg
CO₂: 133g/km
0-62mph: 11.2 seconds
Predicted value after 3yrs: £19,150
Key equipment: Alloys, climate control, cruise control, leather upholstery, heated front seats, Bluetooth, touchscreen infotainment system

FOUR years after its launch, the Evoque still packs a visual punch thanks to its concept car styling and range of unusual colour combinations. A revised model is on display at the Geneva Motor Show, and hits dealers in August, but if you can't wait, the current car remains the ultimate small SUV status symbol.

The looks bring compromises, though – it's not the most spacious or practical choice, and rear visibility is poor on account of the letterbox rear screen.

The baby Range Rover isn't cheap to buy or run, either, but it'll hold its value as it's so desirable. And if you're looking to keep your costs down, forget about the four-wheel-drive versions and settle for a basic front-wheel-drive model with the 150bhp 2.2-litre diesel engine.

7 Ford Focus

Rating ★★★★★



Price: £18,795
Aim-to-pay: £15,631

Focus 1.0T Zetec 5dr

Economy: 60.1mpg
CO₂: 108g/km
0-62mph: 11.0 seconds
Predicted value after 3yrs: £7,150
Key equipment: Alloys, air-con, iPod connectivity, heated mirrors, Quickclear windscreen

ACROSS three generations, the Ford Focus has slipped from being a revolutionary family car class leader to merely a very good choice. It still blends driving involvement and day-to-day comfort better than anything else in this market, but now it's let down by a fussy cabin and a boot that's small compared to some rivals'.

Ford's 1.0-litre three-cylinder EcoBoost turbo was genuinely groundbreaking in the class, too, and remains an outstanding engine, combining zingy performance with the kind of economy you'd normally associate with a diesel. If you're a lower-mileage driver, it's definitely the one to go for, and as with the Fiesta, Zetec spec is the best blend of sporty looks, essential equipment and price.



A-Z of options

Stability control

Safety system designed to maintain traction

REFERRED to as Electronic Stability Control (ESC), Electronic Stability Programme (ESP) and Dynamic Stability Control, this system is now standard on all new cars sold in the UK. Stability control works by detecting loss of traction by the car's tyres. The

system will automatically apply the brakes to help steer the car where the driver intends to go, and brake individual wheels in order to help the car regain traction. More advanced systems will also reduce engine power until control is regained.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

6 Vauxhall Corsa

Rating ★★★★★



Price: £14,695

Aim-to-pay: £13,661



Corsa 1.0 Excite A/C 5dr

Economy: 57.6mpg

CO₂: 115g/km

0-62mph: 10.3 seconds

Predicted value after 3yrs: £5,700

Key equipment: Alloys, air-con, touchscreen media interface, Bluetooth and USB connectivity, automatic lights and wipers

VAUXHALL has just revamped the Corsa to make it a more desirable, better-quality supermini, but hasn't simplified the array of trim levels – there are dozens of variations.

Excite is roughly upper-middle spec, so it brings plenty of toys, including a touchscreen infotainment system. This adds some welcome class to the cabin, although the set-up isn't very intuitive.

The Corsa isn't the best driver's car, either, although it's far better than before and rivals the VW Polo for refinement.

Vauxhall's 113bhp three-cylinder 1.0-litre turbo petrol engine is a corker. While there are more efficient choices in the range, this engine is smooth, quiet and packs good bottom-end punch, so it's the best all-rounder.

5 Audi A3

Rating ★★★★★



Price: £20,495

Aim-to-pay: £19,428

A3 Sportback 1.4 TFSI CoD SE

Economy: 55.4mpg

CO₂: 117g/km

0-62mph: 9.5 seconds

Predicted value after 3yrs: £9,700

Key equipment: Alloy wheels, air-conditioning, Bluetooth, Audi Multi Media Interface, iPod connectivity, cruise control

THE five-door version of Audi's family hatchback is up there with the very best cars money can buy, offering the classiest interior in this sector. It's also significantly more practical than the three-door – the Sportback's cabin is stretched over the regular A3's for more rear space and a bigger boot.

Plus, the punchy 1.4-litre TFSI turbo is one of the cleverest petrol engines on the market, with clever cylinder-on-demand technology that effectively halves the capacity to save fuel during gentle driving. This contributes to excellent real-world economy. Add it to the A3's executive refinement and superb driving experience, and you have one of the most satisfying family cars around.



4 Fiat 500

Rating ★★☆☆



Price: £11,820
Aim-to-pay: £10,692



500 1.2 Lounge

Economy: 58.9mpg

CO₂: 113g/km

0-62mph: 12.9 seconds

Predicted value after 3yrs: £5,250

Key equipment: Alloy wheels, air-conditioning, Bluetooth, iPod connection, panoramic sunroof, split-folding rear bench

AGE hasn't really blunted the appeal of the reborn Fiat 500 – it's still one of the quirkiest and, depending on your point of view, coolest small cars on the road. That might be enough for you – and if it is, then a well equipped top-spec Lounge model will be hard to resist at a shade under £12,000.

However, set against the best cars in the class, the little Fiat falls short in some key areas. The interior is cramped, as is the boot, while the driving position provides little in the way of adjustment (taller owners will suffer especially). Plus, on the road, the ride is jittery around town – not ideal for a city car. Yet the 500's cheeky styling and lively Latin character make these flaws easy to overlook.

3 Ford Fiesta

Rating ★★★★★



Price: £14,695
Aim-to-pay: £11,732

Fiesta 1.0T Zetec 5dr

Economy: 65.7mpg

CO₂: 99g/km

0-62mph: 11.2 seconds

Predicted value after 3yrs: £6,000

Key equipment: Alloy wheels, air-conditioning, electric heated door mirrors, iPod connectivity, remote central locking

THE Ford Fiesta still offers the best balance of ride and handling in the supermini class, with a supple suspension set-up that ensures smooth progress over bumps, plus the sort of steering feel some sports car owners would envy. For us, mid-level Zetec trim is the one to go for, as it features essentials like alloy wheels and air-con.

But the real star here is Ford's 1.0-litre three-cylinder EcoBoost engine – not only does it add real character, it's also smooth and impressively efficient, with 99g/km CO₂ emissions bringing exemption from road tax. Our only real gripes with the Fiesta are the tight rear legroom and the fact that DAB radio is a £100 option.



A-Z of options

USB socket

Plug in, play music and charge on the go

USB sockets were once reserved for upgraded sound systems in high-end models, but now even city cars and superminis offer them. They allow drivers to plug in their phone or MP3 player and listen to music through their in-car stereo, while charging the device

at the same time. But when choosing your next car, it's worth plugging in to check your MP3 player or phone is compatible with the system before signing on the dotted line; some can be temperamental depending on the type of device you're using.

TOP 100

15-PLATE CARS

Great cars, fantastic deals

2 MINI Cooper 5dr

Rating ★★★★★



Price: **£15,900**

Aim-to-pay: **£14,439**



MINI Cooper 5dr

Economy: 60.1mpg

CO₂: 109g/km

0-62mph: 8.2 seconds

Predicted value after 3yrs: £7,800

Key equipment: Alloy wheels, air-conditioning, Bluetooth, DAB radio, USB socket, tyre pressure monitoring

IT'S taken three generations of the BMW-era MINI for the company to be confident enough to make a five-door version of the hatchback.

The styling is slightly controversial – it looks quite large in profile – but the all-round brilliance of this car is likely to drown out any dissenting voices. This is the most practical and most comfortable MINI hatch ever.

Despite that, it loses none of its predecessors' dynamism on the road – the five-door is as much fun to drive as any model before it. The mid-level Cooper version offers the best balance of standard kit and performance, with a 0-62mph sprint time that would trouble hot hatches from the last decade, yet returning over 60mpg.

1 Nissan Qashqai

Rating ★★★★★



Price: **£21,700**

Aim-to-pay: **£20,478**

Qashqai n-tec DIG-T 115

Economy: 50.4mpg

CO₂: 129g/km

0-62mph: 10.9 seconds

Predicted value after 3yrs: £10,025

Key equipment: Alloys, climate control, 360-degree cameras, keyless entry, DAB, lane departure warning, traffic sign recognition

NISSAN'S latest, second-generation Qashqai sets the standards by which all other crossovers are judged. Not only is it well made with an upmarket interior, it's really easy to drive, rides comfortably, has plenty of space for all the family, is reasonably efficient and has a strong roster of advanced safety kit. What more could you want?

Of the wide range of Qashqais on offer, we'd stick with two-wheel drive – you can always buy some winter tyres if grip is a priority. And we'd recommend popular n-tec trim, which comes with plenty of luxury kit as standard.

Plus, unless you cover a mega mileage every year, we'd stick with the turbocharged 1.2-litre DIG-T 115 petrol engine rather than a diesel.





Pictures: Otis Clay

Location: The Old Railway Station,
Petworth, W Sussex (www.old-station.co.uk)



Recipe for SUCCESS?

New Freelander-replacing Land Rover Discovery Sport takes on BMW and Hyundai

AE IT'S the dawn of a new era for Land Rover, as the big-selling Freelander has been laid to rest and replaced by the Discovery Sport.

The newcomer is bigger than its predecessor, there are now seven seats, and it takes its styling cues from the Range Rover, both inside and out. To

find out if the new Brit has what it takes to succeed, we've lined up two rivals that will test all its abilities.

The seven-seat Hyundai Santa Fe is our current large SUV champion, and the Premium SE model is well equipped, yet undercuts the Discovery Sport on price. Then there's the BMW X3. While it's not

a seven-seater, this SUV will test the Land Rover's premium credentials, as well as its fuel efficiency.

Can the Discovery Sport deliver a winning combination of practicality and luxury, while still maintaining Land Rover's tradition for building great off-road machines?

98 **LIVING WITH A... KIA SOUL EV**
We've tried to boost car's range by turning off heater and wrapping up.



100 **LIVING WITH A... MINI COOPER 5DR**
Brit continues to impress by mixing family friendly flexibility and driving fun.



**Hyundai Santa Fe
2.2 CRDi Premium SE**

Price: £37,105

Engine: 2.2-litre 4cyl, 194bhp

0-60mph: 8.7 seconds (in damp)

Test economy: 31.1mpg/6.8mpl

CO₂: 178g/km **Annual road tax:** £225

**BMW X3
xDrive20d M Sport**

Price: £37,940

Engine: 2.0-litre 4cyl, 187bhp

0-60mph: 8.3 seconds

Test economy: 36.8mpg/8.1mpl

CO₂: 138g/km **Annual road tax:** £130

**Land Rover Discovery
Sport 2.2 SD4 HSE**

Price: £39,395

Engine: 2.2-litre 4cyl, 187bhp

0-60mph: 9.0 seconds (in wet)

Test economy: 35.0mpg/7.7mpl

CO₂: 166g/km **Annual road tax:** £205

Road test

Land Rover Discovery Sport vs rivals

MODEL TESTED: Land Rover Discovery Sport 2.2 SD4 HSE auto
PRICE: £39,395 **ENGINE:** 2.2-litre 4cyl, 187bhp

AE WHILE the Freelander established Land Rover in the compact SUV class, the Discovery Sport that replaces it brings some of the upmarket quality of Range Rover to the sector. The newcomer is based on the same platform as the Evoque, but the larger body means it offers a lot more space. We test the luxurious HSE model, with 2.2 SD4 diesel power and a nine-speed automatic gearbox.

Styling 4.1/5

LAND Rover has its own distinct design language, and the new Discovery Sport ditches the squared-off lines of the Freelander in favour of bold curves inspired by the brand's other models. In fact, if you put the larger Discovery and a Range Rover Evoque into a computer program to create a hybrid of the two, you'd probably get something similar to the Discovery Sport.

The rounded nose is pure Evoque, while the clamshell bonnet is a traditional Land Rover touch. The headlamps feature crosshair-style LED daytime running lights, and the tail-lamps get a similar treatment, while the black wheelarch trim is another Evoque design cue. There's a mix of body-coloured and black window pillars, while the roof subtly curves back to a high-set rear end.

As in the Evoque, you can personalise the Discovery Sport with a contrast roof (£500) and different wheel designs, while the £1,500 Black Design Pack adds a black finish to the grille, roof, exterior trim and 20-inch wheels.

Climb inside, and the Discovery Sport is pure Land Rover. The climate controls, dash and switchgear are all taken from the Evoque, but that's no bad thing, as it manages to feel like a premium product with a robust edge. Go for the auto, and you get a rotary gear selector that rises from the centre console, although unfortunately the driver's footwell is awkwardly shaped, so you might struggle to find a comfortable position for your left foot.

Land Rover's infotainment system is the real highlight inside. The new eight-inch high-resolution screen has a user-friendly interface, with clear labels and a responsive touchscreen, while 3D mapping and simple address entry mean the standard sat-nav is a breeze to use.

Driving 4.3/5

POWER for the entire Discovery Sport range comes from the Freelander's 187bhp 2.2-litre SD4 diesel, and while it's rattly, especially from cold, there's lots of noise insulation to help keep the cabin quiet, and it proved far more refined than the BMW's diesel.

On the road, the Discovery Sport feels quite large, and while the view ahead is great, the

“Evoque switchgear helps Land Rover feel like a premium product with a robust edge”

standard rear camera and parking sensors are essential when reversing. At least the light steering means it's easy to manoeuvre.

At low speed, the Disco Sport is quiet and smooth, although rough surfaces result in a fidgety ride. Still, it's far better than the X3 in this regard, and things improve the faster you go. The suspension deals with big bumps well, plus motorway cruising is good, although body control in corners isn't as taut as the BMW's.

The nine-speed auto is eager to change gear, and shifts down with the lightest press of the throttle. But it's pretty smooth, and the change in engine note is the only clue that it's shifting.

While the Discovery Sport has the same power output as the X3, it was slower in our acceleration tests – although it was wet when we tested it. The 0-60mph sprint took nine seconds – seven-tenths slower than the BMW – and some of that lost time can be put down to the box's slower, more frequent shifts. Still, in isolation, the Land Rover feels fast enough.

The newcomer's trump card is its off-road ability. None of these cars is likely to venture beyond a muddy field, but it's reassuring to know Land Rover's Terrain Response system can adapt the suspension to suit different conditions, and the car will go further than most owners would dare to take it.

Ownership 3.7/5

WHILE the Discovery Sport is all-new on the outside, under the skin it has plenty of parts from other models. The platform is the same as the Evoque's, as is much of the switchgear. The SD4 diesel is the tried and tested Ford-derived unit from the Freelander, so it shouldn't spring any surprises, either.

The only real question mark is over the stability of the new infotainment system – although from past experience, Land Rover keeps dealers informed of software updates to ensure everything works properly.

Unfortunately, the brand's dealers don't have a great reputation – they finished 28th out of 32 in our Driver Power 2014 survey, which is 15 places behind Hyundai. A major criticism for owners was their poor value for money, although that should be addressed by the Disco Sport's £499 five-year servicing deal.

Running costs 3.7/5

A LIST price of £39,395 means our HSE is around £2,000 and £1,500 more expensive than the Santa Fe and X3 respectively. The cars come similarly equipped as standard, with only slight differences in spec. The Land Rover has climate control, sat-nav, panoramic glass and heated leather seats, while options include park assist (£600), adaptive xenons (£375) and a 17-speaker Meridian sound system (£2,500).

We managed 35.0mpg on test, which was helped by the effective stop/start and isn't far behind the BMW. Emissions of 166g/km are cleaner than the Santa Fe's, but the Discovery Sport was way behind the X3 here. Road tax is £205, while higher-rate company users will pay an extra £1,000 in tax. Still, predicted residuals of 53.6 per cent are among the best around.

Exterior



Land Rover

Interior





TESTERS' NOTES...

"The Discovery Sport is very user-friendly. The electric parking brake automatically disengages and re-engages when you move from Park, and while the nine-speed auto changes gear frequently, it's so smooth, your passengers will hardly notice."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



Discovery Sport vs rivals

Road test



CO₂/tax
166g/km
£205 or 29%



Practicality

Boot (seats up/down)
981/1,698 litres



Performance

0-60/30-70mph
9.0/9.2 seconds



Braking

70-0/60-0/30-0mph
63.1/45.3/12.8m (wet)



Running costs

35.0mpg (on test)
£75 fill-up

Design

DISTINCTIVE LED daytime running lamps look great, although the clamshell bonnet is a far more traditional Land Rover styling cue. On the road, the Discovery Sport rides well, and its auto box provides seamless shifts; it's just not as sharp in corners as the BMW



r Discovery Sport

TESTERS' NOTES...

"Touchscreen infotainment system has been given a major overhaul with crystal-clear graphics and simple interface."

JAMES DISDALE

ROAD TEST EDITOR



Practicality 4.6/5

THE Discovery Sport has plenty of space, while stadium-style seating means rear passengers get a good view of the road ahead. A wide bench ensures space for three, and the seats slide to boost legroom or boot space. Plus, there's none of the X3's transmission tunnel intrusion.

UK cars have a '5+2' seat layout, and the pair of seats in the boot are narrower than the Santa Fe's, so are only for short trips. But larger back windows mean it feels less claustrophobic. One niggle is that there's nowhere to store the load cover when you're using the rearmost seats.

A powered tailgate is standard, and the opening is larger than the BMW's, although the boot floor is higher. Land Rover quotes a 981-litre boot capacity to the roof, and when lined up side-by-side, the new model clearly provided more space under the load cover.



Touchscreen

CENTRAL display is a big step forward for Land Rover, and makes negotiating cabin functions a breeze

Auto box

ROTARY gear selector rises out of the centre console to give new car a real sense of occasion



MODEL TESTED: Hyundai Santa Fe 2.2 CRDi Premium SE auto
PRICE: £37,105 **ENGINE:** 2.2-litre 4cyl, 194bhp

AE THE third-generation Hyundai Santa Fe was launched in 2012, and it set new standards for the company in terms of design, quality and pricing. As with the Discovery Sport, there's a single engine choice and four-wheel drive is standard, so the only choice you have to make is between a manual or auto gearbox. There are five and seven-seat options, although the top-spec Premium SE tested here is only offered with seven seats. The car in our pictures is a Premium model.

Styling 3.7/5

HYUNDAI has made great strides in terms of design, and the Santa Fe was one of the first models to be given a sharp new look. The large chrome grille is the main talking point, while the headlights wrap around the front end. Like the Discovery Sport, the nose is large and imposing, while there are plenty of SUV touches elsewhere.

You get black roof rails, black plastic cladding on the wheelarches and silver skid plates front and rear. Premium SE cars feature 19-inch alloys and adaptive xenon lights to set them apart from other models in the range. Overall, the Santa Fe looks smart, although it's not as distinctive as the Land Rover.

Inside, the Hyundai has the trappings of an upmarket model, with touchscreen sat-nav, plenty of leather trim and silver accents on the dash, but overall quality is a step behind its rivals here. The plastics aren't quite up to the same standard, and the buttons don't have the quality feel you find in the Discovery Sport, while the sat-nav looks a little plain when compared to the newcomer.

There's plenty of kit, though, including ventilated front seats, heated outer rear seats, a heated steering wheel and panoramic glass. The Santa Fe doesn't quite have a premium edge. It's not that it's poorly built; just that the switchgear doesn't have the same air of solidity as the Land Rover or BMW's.

Driving 4.0/5

THERE'S a good range of seat and wheel adjustment to help you get comfortable in the Santa Fe, but as in the Discovery Sport, you're aware of the car's size. While you sit high, the view ahead is spoiled by the chunky A-pillars, which cause nasty blind spots.

Like the Land Rover, the top-spec Santa Fe gets 19-inch wheels, but the suspension delivers a very different ride in this car. At low speeds, it smooths out rough surfaces well, yet go faster and it thumps into big bumps, sending shudders through the cabin. Undulating roads will see the Hyundai pitching and wallowing like a boat, and

“Sat-nav and leather give the Hyundai the trappings of an upmarket car inside”

the soft suspension results in lots of body roll in corners. The Santa Fe feels bigger and more ponderous than the Discovery Sport.

It's not helped by the steering, which is heavier than the newcomer's, and rather vague. The Santa Fe features Hyundai's Flex Steer system, which allows the driver to vary the assistance, although in normal driving, the differences between the three settings are barely perceptible. Overall, the car is vice-free, but a little underwhelming.

While the Hyundai has four-wheel drive, the part-time system means it drives like a front-drive car in most circumstances, and you'll only feel the dynamic benefits when grip is low. The six-speed auto looks archaic alongside the eight and nine-speed autos in the other cars in this test, but given that the 2.2 CRDi diesel delivers 194bhp and 436Nm of torque, the Hyundai proves you don't need lots of gears to deliver good performance. It was faster than the Land Rover at the track, although it was rather noisy at full revs.

Ownership 4.2/5

THE Santa Fe earned a five-star rating in the Euro NCAP safety test in 2012. It scored 96 per cent for adult protection, although the Discovery Sport earned 93 per cent in the tougher 2014 test. The Hyundai features seven airbags and park assist as standard, but the BMW offers more active safety kit.

The five-year unlimited mileage warranty and recovery package are a good indication of Hyundai's confidence in the reliability of its cars. The interior feels well screwed together and all of the mechanicals are well proven in other models. Plus, although the latest Santa Fe didn't feature in our Driver Power 2014 survey, Hyundai ranked a decent 18th out of 33 in the manufacturers' table.

Running costs 3.4/5

AT £37,105, the Santa Fe costs £2,290 less than the Discovery Sport. Badge snobs might balk at shelling out that much for a Hyundai, but that would be their loss, as the Premium SE comes loaded with kit – although you can't get any of the advanced options offered on the other models in this test.

There's a price to pay for the Santa Fe's more powerful engine, in the shape of its 178g/km CO₂ emissions. However, thanks to the lower list price, higher-band company car drivers will pay only £21 more a year in tax than for the Land Rover. Road tax is £20 extra, too, although both cars are squarely beaten by the X3 for tax costs.

That diesel engine has a thirst for fuel, and while it has an eco mode, there's no stop/start. We averaged 31.1mpg, which trailed both rivals, and gives the Santa Fe a shorter range.

Hyundai's five-year unlimited mileage warranty and recovery deal goes some way to offsetting these costs, although the £799 five-year servicing package is pricey. Our experts predict the Santa Fe will retain 42.7 per cent of its value over three years – good for a Hyundai, but way behind its more desirable rivals here.

Exterior



Hyundai Santa Fe

Interior





TESTERS' NOTES...

"Hyundai has come a long way in the past decade, and for the Santa Fe to be even viewed as an alternative to a Land Rover or BMW demonstrates that the company has made great strides in terms of user-friendliness and quality."

JAMES DISDALE
ROAD TEST EDITOR



Front end

LED running lights in front bumper are a stylish touch, while chrome grille also helps the car stand out. Ride isn't as smooth at speed as rivals', and body roll is an issue. Plus, Flex Steer system doesn't provide enough of a difference between its three modes



anta Fe



CO₂/tax
178g/km
£225 or 31%



Practicality
Boot (seats up/down)
516/1,615 litres



Performance
0-60/30-70mph
8.7/8.7 seconds



Braking
70-0/60-0/30-0mph
58.2/41.7/11.6m (damp)



Running costs
31.1mpg (on test)
£74 fill-up

TESTERS' NOTES...

"If £37k is a lot to pay for a Hyundai, you could go for the Premium model, save £3,800 and not feel short-changed."

DEAN GIBSON
DEPUTY ROAD TEST EDITOR



Sat-nav

TOUCHSCREEN sat-nav is included as standard, but the system looks a bit plain compared to the new car's

Automatic

THERE are only six speeds in the Hyundai's auto box, but it doesn't hamper the car's performance at all



Practicality 4.6/5

THE Santa Fe is big and spacious inside. You get a 516-litre boot, although that's 34 litres down on the X3. Fold the seats, and this grows to 1,615 litres, although again both rivals have an advantage.

If ferrying people is high on your agenda, then the 60:40 split-fold middle seats slide back and forth to increase boot or passenger space as needed. Legroom is similar to the Land Rover's, although the middle seat is narrow.

Only the left-hand seat in the middle row tilts to allow access to the rearmost seats and, as with the Discovery Sport, these are only really for occasional use. The small windows also mean things are pretty claustrophobic for those sitting back there, although the Hyundai has slightly more knee room as well as recessed seat runners – so it's marginally the more comfortable of the two.

Road test

Land Rover Discovery Sport vs rivals

MODEL TESTED: BMW X3 xDrive20d M Sport auto
PRICE: £37,940 **ENGINE:** 2.0-litre 4cyl, 187bhp

AE WHILE it doesn't have seven seats, the BMW X3 sets a benchmark for driver engagement and low running costs in the SUV sector, and it also delivers decent five-seat practicality.

A recent facelift has helped keep the car looking sharp, and mechanical tweaks aim to deliver even greater efficiency and stronger performance. Here, we test the 2.0-litre diesel in M Sport xDrive auto guise, although the car in our pictures is an entry-level SE.

Styling 3.8/5

COMPARED to the Land Rover, the BMW has a fairly traditional SUV look. It's neatly styled, and borrows plenty of cues from the larger X5, but the conservative shape is a little uninspiring when lined up next to the imposing Discovery Sport.

Go for an M Sport model, and the X3 is given a lift courtesy of its racy bodykit, gloss black trim inserts and 18-inch alloy wheels. Also included are a smattering of 'M' logos and a chrome exhaust tip. However, you'll have to upgrade to the £610 xenon headlamps if you want those circular LED daytime running lights.

The cabin is just as low key as the exterior, but what the X3 lacks in daring design it makes up for with a thoughtful layout and first-rate finish. Like other models in the brand's line-up, it benefits from a slickly styled wraparound dashboard, a large, high-resolution nav screen and plenty of top-notch materials. All the plastics are soft-touch, the switchgear operates precisely and the fixtures and fittings feel built to last.

Flagship M Sport models have all the essential kit, such as climate control, heated seats, a DAB radio and parking sensors, while leather sports seats and a chunky M Sport steering wheel are desirable additions. Also included is BMW's excellent iDrive set-up, which is simple to use when on the move.

Driving 4.1/5

DESPITE its rugged looks and jacked-up suspension, the X3 is as composed and agile as any BMW, and the 2.0-litre diesel delivers eager performance – although it's quite noisy when compared to its rivals here.

The recently upgraded 187bhp engine matches the Discovery Sport for power, although the X3's 400Nm torque output is 20Nm down on the Land Rover's. However, the responsive eight-speed automatic gearbox helped it sprint from 0-60mph in 8.3 seconds, which was well ahead of its rival. The X3 was also quicker in our kickdown tests, needing just five seconds flat to cover 50-70mph. This

"All the plastics are soft-touch and the fixtures and fittings feel built to last"

superiority felt even more obvious in the real world, thanks to a sharper throttle action and a more responsive gearbox.

As you'd expect from a BMW, the X3 also feels agile and involving in corners. The steering is direct and well weighted, while there's plenty of grip and body movement is superbly controlled. All versions come with the brand's Drive Performance Control, which alters the car's throttle response and steering weight to suit your mood and the road conditions.

Unfortunately, M Sport models get a stiff sports suspension set-up, and the jittery low-speed ride is far worse than the Discovery Sport's. You can always specify the standard suspension settings as a no-cost option, although that still has a firmness about it that feels harsher than the Land Rover's standard set-up. But things improve the faster you go, and the X3 feels comfortable on the motorway. If you want the best ride possible, we'd recommend adding the £650 adaptive dampers.

Ownership 4.0/5

BMW has forged a strong reputation for building robust and reliable cars, so it's no surprise the pre-facelift X3 finished an excellent 12th overall in our Driver Power 2014 satisfaction survey.

And while the latest model has benefited from some visual and mechanical tweaks, the overall design is fundamentally unchanged, so you can expect a trouble-free ownership experience. However, if there are any issues, bear in mind that BMW's dealer network was ranked in a disappointing 22nd place.

There will be few complaints about the X3's safety credentials, with Euro NCAP awarding the SUV five stars in 2011. As you'd expect, there are plenty of airbags as standard, as well as stability control and tyre pressure monitoring, while options include a £550 surround-view camera, £250 speed limit warning and an £895 head-up display. Adaptive cruise control, lane keep assist and blind-spot monitoring are part of the £1,400 Driving Assistant Plus pack.

Running costs 3.9/5

IN flagship M Sport auto trim, the BMW will set you back £37,940, which is £1,455 less than the Discovery Sport HSE. Standard kit is similar, although you can virtually cancel out the price difference if you add £1,190 panoramic glass to match the Land Rover. Other options include park assist, LED headlights and adaptive dampers.

The BMW is well ahead of its rivals here for emissions. A CO₂ figure of 138g/km means road tax is £130, while higher-rate company car users will save over £1,000 a year in Benefit in Kind tax over the Discovery Sport.

Private buyers can take advantage of BMW's slightly cheaper pre-paid servicing deal, but Land Rover now offers similar coverage. Our X3 returned 36.8mpg on test, so you should spend less time and money at the pumps.

Exterior



TESTERS' NOTES...

"It doesn't offer seven seats like its rivals here, but the BMW is a versatile five-seat SUV. There's plenty of cabin space and a big boot with some thoughtful touches. Plus, it's the most car-like of this trio to drive."

DEAN GIBSON DEPUTY ROAD TEST EDITOR



BMW X3

Interior





TESTERS' NOTES...
 "While it's noisy, the X3's 2.0-litre diesel engine is well ahead of its rivals for fuel efficiency, and at the same time it's a punchy performer."

JAMES DISDALE
 ROAD TEST EDITOR



CO₂/tax

138g/km
 £130 or 23%



Practicality

Boot (seats up/down)
 550/1,600 litres



Performance

0-60/30-70mph
 8.3/8.2 seconds



Braking

70-0/60-0/30-0mph
 46.7/33.3/9.0m



Running costs

36.8mpg (on test)
 £78 fill-up

Head-to-head

Third-row seats

THERE are two seats in the boots of the Land Rover and Hyundai, but they're quite small – so unless you're carrying children, they're only really for occasional use.

Go for a lower-spec Santa Fe, and you can save £1,200 by opting for five seats, and get a bigger boot in the process. The Discovery Sport is only sold in the UK as a seven-seater, although if there's sufficient customer demand, it may be offered as a five-seater later in the year.



Emissions

AS it emits 166g/km, the Discovery Sport sits three road tax bands higher than the 138g/km X3, and will cost company buyers more.

The Santa Fe lags well behind its rivals here, thanks to the lack of stop/start. Go for the manual, and emissions of 159g/km are still some way short of the X3's.



Towing

THESE three cars are perfect for towing. The Santa Fe and X3 are capable of pulling two tonnes, but the Discovery Sport edges ahead with a 2.2-tonne maximum.

Land Rover offers a detachable tow bar for £675, while BMW's £765 version hooks up to the ESP to add trailer stability control.



Screen

HIGH-resolution screen is included as standard, giving access to various functions, including nav

iDrive

BMW's familiar cabin control system uses rotary dial, and using it soon becomes second nature

Practicality 4.2/5




AS with the Land Rover, the BMW has a powered tailgate, and there's a useful square load floor with runners. Luggage capacity stands at 550 litres, and while that trails the Discovery Sport, the X3 has handy touches like shopping bag hooks, a 12V power supply and a hidden compartment beneath the boot floor.

Fold the 40:20:40 split rear bench flat and the available space increases to 1,600 litres, although that's 98 litres behind the Discovery Sport.

There's plenty of useful storage in the cabin, plus more rear headroom than in the Land Rover, but the intrusive transmission tunnel and lack of sliding seats makes it trickier to accommodate three adults in the back of the X3. It's still pretty roomy, though.



Figures

	Land Rover Discovery Sport 2.2 SD4 HSE auto		BMW X3 xDrive20d M Sport auto		Hyundai Santa Fe 2.2 CRDi Premium SE auto	
On-the-road price/total as tested	£39,395/£40,815	SERVICE PLAN LAND Rover is now offering a BMW-rivalling five-year service plan that's £300 cheaper than Hyundai's similar scheme.	£37,940/£37,940		£37,105/£37,690	
Residual value (after 3yrs/36,000)	£21,116/53.6%		£19,691/51.9%		£15,844/42.7%	
Depreciation	£18,279		£18,249	EMISSIONS BMW's raft of EfficientDynamics tweaks means the X3 is far cleaner than either rival, so tax bills will be a lot cheaper.	£21,261	
Annual tax liability std/higher rate	£2,265/£4,530		£1,737/£3,474		£2,276/£4,551	
Annual fuel cost (12k/20k miles)	£1,803/£3,006		£1,715/£2,859		£2,029/£3,382	
Ins. group/quote/road tax band/cost	31/£389/H/£205		31/£389/E/£130		20/£402/I/£225	
Cost of 1st/2nd/3rd service	£499 (5yrs/50k)		£425 (5yrs/50k)		£799 (5yrs)	
Length/wheelbase	4,599/2,741mm		4,657/2,810mm		4,690/2,700mm	
Height/width	1,724/2,069mm		1,678/1,881mm		1,685/1,880mm	SPARE WHEEL THE Santa Fe is the only car here to come with a full-size spare tyre on an alloy wheel in the boot.
Engine	4cyl in-line/2,179cc	TOWING DISCOVERY Sport can haul the heaviest load in this test, while a 737kg payload is well ahead of both rivals here.	4cyl in-line/1,995cc		4cyl in-line/2,199cc	
Peak power/revs	187/3,500 bhp/rpm		187/4,000 bhp/rpm		194/3,800 bhp/rpm	
Peak torque/revs	420/1,750 Nm/rpm		400/1,750 Nm/rpm		436/1,800 Nm/rpm	
Transmission	9-spd auto/4WD		8-spd auto/4WD	SERVICING CONDITION Based Servicing monitors components for wear, and the dash lights warn when attention is required.	6-spd auto/4WD	
Fuel tank capacity/spare wheel	65 litres/£150		67 litres/run flats		64 litres/full size	
Boot capacity (seats up/down)	981/1,698 litres		550/1,600 litres		516/1,615 litres	WARRANTY FIVE-year deal also includes breakdown cover and five annual health checks.
Kerbweight/payload/towing weight	1,863/737/2,200kg		1,745/620/2,000kg		2,001/599/2,000kg	
Turning circle	11.6 metres		11.9 metres		10.9 metres	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs	EURO NCAP THE Land Rover has lower crash test scores than the Santa Fe, but it was assessed in 2014 under a tougher testing programme; the Hyundai was rated in 2012.	3yrs (unlimited)/3yrs		5yrs (unlimited)/5yrs	
Service intervals/UK dealers	16k miles (1yr)/130		Variable (1yr)/153		20k miles (1yr)/162	
Driver Power manufacturer/dealer pos.	20th/28th		10th/22nd		18th/13th	
Euro NCAP: Adult/child/ped./stars	93/83/69/5 (2014)		88/83/53/5 (2011)		96/89/71/5 (2012)	
0-60/30-70mph	9.0 (wet)/9.2 secs		8.3/8.2 secs		8.7/8.7 secs	
30-50mph in 3rd/4th	3.3/3.6 secs		3.4/3.8 secs		3.4 secs (kickdown)	
50-70mph in 5th/6th/7th/8th/9th	5.5/7.1/8.6/11.0s/N/A		7.5/9.1 secs/N/A		5.3 secs (kickdown)	
Top speed/rpm at 70mph	117mph/1,600rpm		130mph/1,750rpm		118mph/1,950rpm	
Braking 70-0/60-0/30-0mph	63.1/45.3/12.8m (wet)		46.7/33.3/9.0m		58.2/41.7/11.6m*	
Noise outside/idle/30/70mph	69/42/59/68dB		72/46/62/68dB		69/48/59/66dB	
Auto Express econ (mpg/impl)/range	35.0/7.7/500 miles	ADDITIONAL KIT A PANORAMIC roof is standard, but extras include larger wheels, tinted glass, a Meridian sound system and the £1,500 Black Design pack.	36.8/8.1/542 miles		31.1/6.8/438 miles	
Govt urban/extra-urban/combined	38.2/49.6/44.8mpg		49.6/56.5/54.3mpg		31.7/51.4/41.5mpg	
Govt urban/extra-urban/combined	8.4/10.9/9.9mpl		10.9/12.4/11.5mpl		7.0/11.3/9.1mpl	
Actual/claimed CO ₂ /tax bracket	216/166g/km/29%		206/138g/km/23%	GLASS EXTRA THE only glaring omission on the X3 is panoramic glass, although you can add that and still come in under the Land Rover's list price.	243/178g/km/31%	ALL-INCLUSIVE ASIDE from service plans, metallic paint is the only paid-for option on the Santa Fe. You can switch to beige leather for no cost, though.
Airbags/Isofix/park assist/camera	Seven/yes/£600/yes		Six/yes/yes/£330		Seven/yes/no/yes	
Auto box/adaptive cruise/tow bar	Yes/no/£675		Yes/£1,400/£765		Yes/no/£510 (DFO)	
Climate control/leather/heated seats	Yes/yes/yes		Yes/yes/yes		Yes/yes/yes	
Met paint/xenons/panoramic roof	£600/£375/yes		£645/£610/£1,190		£585/yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		Y/y/£175 (DFO)/y	

Results

LAND ROVER

IT'S first blood to the new Discovery Sport. Land Rover has taken the Freelander formula and brought it up to date with stylish design, a premium interior and refined road manners. It's spacious and practical, well equipped for the price, while excellent off-road ability is a cheeky bonus. The seven-seat layout isn't the roomiest around, but it doesn't harm overall practicality in any way.



1st

BMW

THE X3 is still a strong contender in the compact SUV class, thanks to its excellent combination of efficiency, performance and sharp handling. It's also well equipped and roomy, but an overly firm ride and the noisy diesel take the edge off driving comfort. The lack of seven seats isn't really an issue, though, as it's still a practical five-seat family car.



2nd

HYUNDAI

THERE'S no disgrace in the Santa Fe finishing third here. Only a few years ago, you wouldn't have considered a Hyundai over its premium rivals, but while the SUV is roomy and well equipped, it's thirsty, has ponderous handling and doesn't quite have the premium feel of its rivals. We'd save some cash and go for the excellent Premium manual model instead.



3rd

DFO = dealer fit option. In red = equipment fitted to our test car. *Recorded in damp conditions. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Discovery Sport range secrets

Land Rover line-up?

OUR HSE is one of four trims at launch, sitting between SE and SE Tech, and HSE Luxury. Prices start at £32,395. As the 2.2 SD4 is the only engine, your sole choice is between a six-speed manual and our car's £1,800 nine-speed auto. The top-spec HSE Luxury auto is £42,995.

Future versions?

THE ageing 2.2 SD4 diesel has better official economy and emissions figures than the Santa Fe, but it's some way behind the BMW. However, Land Rover will add the 2.0-litre Ingenium diesel, which debuts in the Jaguar XE, to the Discovery Sport later this year.

Worth considering...

Kia Sorento

AN all-new Sorento is just around the corner, and as it shares its running gear with the Santa Fe, it should be an excellent seven-seat family 4x4. As with its sister car, it will offer great value for buyers who aren't fussed by the badge on the nose.



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Ahead by

Bold looks help Audi TT and BMW 2 Series stand out, but do diesel versions add up?

BMW 220d M Sport

Price: £28,365

Engine: 2.0-litre 4cyl, 187bhp

0-60mph: 7.3 seconds

Test economy: 50.7mpg/11.3mpl

CO₂: 115g/km **Annual road tax:** £30



AE IMAGE is everything in today's fashion-led world of designer labels, and it's design-focused cars like the latest Audi TT and BMW 2 Series that cater for this style-conscious market. Striking looks and neat proportions mean these compact coupés look good in pretty much every environment, but do small and sporty cars like these work with diesel engines?

Audi and BMW certainly believe that their stylish two-doors give drivers what

they want: attractive design, plenty of performance and running costs on par with a family hatch. The 2 Series is the car the new TT has to beat, and the Audi has packed in some clever new technology that might just help it emerge on top.

So, to see if the TT Ultra could mount a meaningful attack on the BMW 220d, we took the German duo to the open roads of Chitterne in Wiltshire. Which is the better two-door all-rounder?

Pictures: Pete Gibson
Location: Chitterne, Wiltshire

design

Audi TT Ultra

Price: £29,770

Engine: 2.0-litre 4cyl, 181bhp

0-60mph: 7.2 seconds

Test economy: 38.7mpg/8.6mpl

CO₂: 110g/km **Annual road tax:** £20



Road test

Audi TT Ultra vs BMW 220d M Sport

MODEL TESTED: Audi TT Ultra
PRICE: £29,770 **ENGINE:** 2.0-litre 4cyl, 181bhp

AE IN the past, the Audi TT has never quite lived up to its sporty looks, but as it's now underpinned by the VW Group's versatile MQB platform, the new lightweight coupé moves things into a different league, with the promise of agile handling. Here, the diesel Ultra model blends that with the promise of low running costs, and we test it to find out if the recipe works in the real world.

Styling 4.6/5

EVOLUTION not revolution has been Audi's approach to the third-generation TT's design. The original two-seater was a breath of fresh air, but the TT has grown from a curvy, cute car into a more rakish, sharply styled package.

The angular nose juts forward, with Audi's trademark, bold hexagonal grille and aggressive-looking xenon headlights giving the car a scowling face. The flared and curved wheelarches contrast with the chiseled front-end details, while the low, swooping roof accentuates the TT's length – making for a lower profile on the road, helped by the 18-inch alloys fitted as standard to our test car.

At the rear, shallower, wider tail-lamps and a full-width LED brake light make the TT look lower and chunkier, while this Ultra model's twin tailpipes give it a particularly sporty appearance. The bright metal fuel filler and polished exhausts complete the highlights, yet the TT doesn't get TDI badging. Instead, all it wears is a little 'Ultra' plaque.

Inside, the Audi looks sparse at first glance, but that's because the brand has decluttered the dash. The layout is now more logical, with fewer buttons and neater touches, such as the temperature readout for the climate control displayed inside the jet engine-style air vents.

It's the 12.3-inch Virtual Cockpit digital display that dominates the interior, though. This replaces the standard speedometer and rev counter, as well as the sat-nav screen, with one crisp, widescreen colour display.

It's very clear, if a touch confusing at first. You can control it using the centrally mounted touch pad and rotary wheel or the steering wheel buttons, but after familiarising yourself with the system, it quickly becomes intuitive.

Driving 4.3/5

THE TT's angular body hides what Audi calls a "hybrid aluminium" chassis, which means this is a light car. That's good for handling, and it shows in the newcomer. Switch the standard Drive Select system to Dynamic mode, thus sharpening up the throttle response and steering, and the TT feels very agile, darting through changes of direction with precision. There's also Auto, Efficiency

"Our car came with sports suspension, providing a firm yet nicely controlled ride"

and Comfort settings to choose from, which give a more relaxed drive. In Comfort, the steering is lighter yet still positive, and the engine is a bit more lethargic.

In any mode, however, it serves up plenty of performance. With 181bhp from its 2.0-litre turbodiesel engine, it covered the 0-60mph sprint in an impressive 7.2 seconds – just one tenth off Audi's claimed time. Its in-gear acceleration times were a match for the 220d's, too, with the Ultra accelerating from 50-70mph in top gear in 7.6 seconds.

Braking is where the car excelled, though. The TT's brakes have great power and good feel, and slowed the car from 70mph in just 46.1 metres, which is reassuring for safety. Audi's six-speed manual box isn't as nice to use as the BMW's, with a longer throw, less precise yet lighter action and a large gearlever that feels rather ungainly. Ultimately, the engine isn't as refined, either – it's hushed at a cruise, but when using full throttle, the four-cylinder turbo clatters away under the bonnet.

Still, that's about the only drawback in terms of refinement. Our Sport-spec test car came equipped with sports suspension as standard, providing a firm yet nicely controlled ride. The TT never feels harsh or crashy, and when you're cornering harder, the extra control and super-stable, grippy chassis are real benefits.

Ownership 3.9/5

AUDI finished 20th out of 33 manufacturers for reliability in our Driver Power 2014 satisfaction survey, plus it scored worse for dealer service, coming 26th. It's not quite what you'd expect from such a premium brand, and the TT on our fleet has suffered from a few niggles (see Page 101), but the build quality and finish inside are impressive.

Euro NCAP awarded the TT a four-star crash test rating, with the lack of city braking tech costing it a star. But with lots of protective electronic systems available, Audi's small coupé is safe. There is a catch, however – if you want these clever safety aids, you'll have to pay for them. Six airbags and a tyre pressure monitor come as standard, but blind spot monitoring and lane keep assist are options priced at £595 and £650 respectively.

Running costs 4.3/5

OUR figures show the TT recorded real-world fuel economy of just 38.7mpg – that's a long way behind Audi's claimed figure of 67.3mpg. However, CO₂ emissions of just 110g/km mean the Ultra costs only £20 to tax for a year. With a Benefit in Kind rate of 18 per cent, the TT will be cheaper than the BMW for company car drivers – higher-rate taxpayers will spend £114 less annually than those choosing the 220d Coupé.

There's only £4 difference in insurance for our sample driver – the TT is marginally more expensive to cover – so yearly premiums don't have much in them, although the Audi will retain eight per cent more of its original value than the BMW after three years.

Exterior



TESTERS' NOTES...

"Latest TT serves up sharp driving dynamics to match its sporty looks. This transformation into a driver's car can partly be explained by the brand's light and stiff MQB underpinnings."

JAMES DISDALE
ROAD TEST EDITOR



Audi TT Ultra

Interior





Design

TT has a striking, rakish look, with neat details like the metal fuel filler enhancing its sporty design. And there's no TDI badge to mark it out; only an Ultra logo



tra

TESTERS' NOTES...

"The previous-generation TT diesel was quattro four-wheel drive only, but now the TDI is exclusively front-wheel drive."

DEAN GIBSON
DEPUTY ROAD TEST EDITOR



CO₂/tax
110g/km
£20 or 18%



Practicality
Boot (seats up/down)
305/712 litres



Performance
0-60/30-70mph
7.2/5.7 seconds



Braking
70-0/60-0/30-0mph
46.1/34.5/8.4m



Running costs
38.7mpg (on test)
£58 fill-up



Dashboard

12.3-inch Virtual Cockpit display replaces standard dials and even incorporates sat-nav screen – helping to declutter the TT's interior

Air vents

JET engine-style vents house climate control readouts, including heated seats options

Practicality 3.7/5

AUDI'S sporty coupé majors on design, but with that sloping roofline, it loses out on practicality. The big hatchback opening at least makes access to the boot easy, but the luggage area is quite shallow, so with the rear seats in place there's only 305 litres of room.

Those back seats are pretty cramped, too. They're only really suitable for small children or very occasional use, as legroom behind the front bucket seats is limited; so is headroom thanks to the bootlid.

Although the TT is technically a 2+2, treat it as a two-seater only and it's surprisingly usable. Lower the rear seats, and boot space rises to 712 litres, while the long coupé doors mean big storage bins. There's also a large, deep tray in front of the gearlever and a smaller space for mobile phones between the front seats.

Road test

Audi TT Ultra vs BMW 220d M Sport

MODEL TESTED: BMW 220d M Sport
PRICE: £28,365 **ENGINE:** 2.0-litre 4cyl, 187bhp

AE REPLACING the 1 Series Coupé, the 2 Series evolved BMW's naming strategy one step further (it's now odd numbers for hatchbacks and saloons and even numbers for coupés and cabriolets). Yet is it still the ultimate driving machine if you want a compact coupé? The car in our pictures is a 225d, but we test the £28,365 220d M Sport model to find out if it can deliver thrills on the road and impressive fuel economy.

Styling 4.1/5

BMW's current naming strategy might be a touch confusing, but it's impossible to mistake this 2 Series for anything else. It replaced the 1 Series Coupé – and to great effect thanks to its sportier, lower and chunkier stance. It's still not quite as low as the TT, which has its benefits, but thanks to the M Sport styling additions on our test car, it looks every bit the small, sporty two-door.

At the front, a deep bumper with some sharp creases and three big vents sits underneath BMW's trademark kidney grille, which is larger here to make the 2 Series appear wider and, along with the swept-back headlights, give a striking look.

There's a strong shoulder line running from the wheelarches all the way to the tail-lights, while the grey-finished 18-inch M Sport alloys add a touch more style to the side profile. Like the TT, at the back the light clusters have an effect on the 2 Series' styling. They're almost oversized and feature BMW's L-shaped design – another attempt to add extra width to the taller coupé's looks.

Whereas the TT gets a small, deployable rear wing on its bootlid, the 220d M Sport has to make do with a tiny lip spoiler. Yet as at the front, the rear bumper is heavily sculpted and gets a gloss black insert. This houses the single tailpipe – the 225d in our pictures has a twin exhaust – and helps ensure the BMW loses the battle for design to the Audi.

It's not quite the same story inside, however. The 2 Series' layout is more conventional, with a large, centrally mounted eight-inch multimedia display and lots of buttons on the centre console. But despite this, it's not at all confusing, and the rotary control wheel for BMW's iDrive system works well.

You sit higher up in the 220d than in the Audi, so initially it feels less racy. However, it gives you a better view of the road ahead, and the higher roofline brings greater practicality.

Driving 4.3/5

START the BMW up and, unlike the TT, there's no bassy thump from the diesel engine. The 2 Series' power unit immediately feels more

refined and settles to a subdued, quiet idle. Rev the engine out and the smooth feeling continues, with less diesel drone coming from under the BMW's bonnet.

The 220d has a slight power advantage over the Audi on paper, putting out 6bhp and 20Nm more from its 2.0-litre turbodiesel, but it makes little difference as performance is broadly on par with the TT. The BMW covers 0-60mph in 7.3 seconds (one tenth slower than the TT), while its extra torque means it just edges the Audi's in-gear acceleration times, going from 50-70mph in sixth in 7.4 seconds. It can't quite match the TT's eye-popping braking performance, but the BMW makes up for it in terms of handling.

The front-engined, rear-wheel-drive 2 Series is beautifully balanced, providing the driver with confidence to corner faster with lots of control. Like the TT it doesn't have the most communicative steering, and it's not quite as quick as the Audi's, but it is direct.

The higher centre of gravity means the car does roll slightly more than the TT, but the result is lots of grip and a poised feel on the road, as well as an unruffled ride – the 18-inch M Sport wheels only thwack over big potholes or motorway expansion joints.

On the whole, refinement is excellent, with our test figures showing the 220d is much quieter when cruising than the TT. The BMW marries this with smooth, linear acceleration, and the excellent chassis means the car is more engaging more of the time, too.

Ownership 4.0/5

BMW fared well in our Driver Power 2014 survey, finishing much higher than Audi in the manufacturers' rankings, in 10th spot. It beat it by two places for reliability, too, recording an 18th place finish, while it was also four places higher for dealer service.

On top of this, the 2 Series shares many of its components with the company's 1 Series. The premium German hatchback has been around for a while now, and we've not heard of many underlying problems with that car, which bodes well for 2 Series buyers.

As for safety, Euro NCAP hasn't crash tested the 2 Series Coupé, but as it has eight airbags as standard (two more than the Audi) and is based on the five-star-rated 1 Series hatchback, BMW's small coupé should stand up to an impact well.

Running costs 4.1/5

OUR two similarly specced test cars cost a similar amount to buy: £34,385 for the Audi and £34,630 for the BMW. But the 2 Series will cost more to run and will hold on to only 48.4 per cent of its original value after three years, meaning it'll be worth £908 less than the TT.

If you're a company car driver it'll also cost you more to own – higher-rate taxpayers will have to pay £114 more per year for the BMW due to its 19 per cent Benefit in Kind rate. Still, it'll be more efficient according to our test figures, as the 220d returned 50.7mpg.

Exterior



TESTERS' NOTES...

"The 2 Series' interior doesn't feel quite as hi-tech as the TT's, but there's still lots of equipment on offer and the roomier cabin means it's easier on longer journeys."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



BMW 220d M Sport

Interior



"The 2 Series is beautifully balanced, providing confidence to corner faster"

TESTERS' NOTES...
 "BMW's classic front-engined, rear-wheel-drive layout helps give the 2 Series the edge for driving fun, providing great balance."
JAMES DISDALE
 ROAD TEST EDITOR



CO₂/tax

115g/km
 £30 or 19%



Practicality

Boot (seats up/down)
 390 litres/N/A



Performance

0-60/30-70mph
 7.3/6.5 seconds



Braking

70-0/60-0/30-0mph
 50.0/36.9/10.1m



Running costs

50.7mpg (on test)
 £60 fill-up

Head-to-head

Design touches

THE TT leads the way in the style stakes thanks to some very neat design details. Its brake lights use Audi's LED technology to create a distinctive signature, including the full-width brake light. Matrix LED headlamps are also available, although they're far from cheap, at £2,375 extra.

The 2 Series is well proportioned – especially in M Sport spec – but next to the sharp TT, its softer shape looks more conventional.



Optional extras

THE temptation on cars like this is to improve their spec with some options, but be careful, as costs can quickly mount up. For example, sat-nav (above) is a £1,795 extra on the TT, while cruise control is a £520 option on the BMW. Metallic paint is priced at around £550 for both cars.



Boot space

BOTH coupés have drawbacks when it comes to luggage space. Access to the Audi's boot is easy, but the area is shallow. Unlike the BMW, you can fold the seats down to increase space, yet the 220d's load bay is bigger and a better shape. Neither has a false floor, so no other storage is offered.

M Sport



Sat-nav

BMW's Media Package Professional (£1,890) adds online services, traffic info and apps

Seats

DRIVER sits higher in 2 Series Coupé, but seats have more support than those in the TT; leather is an £800 option

Practicality 3.8/5

GETTING into the back of the BMW is surprisingly easy, as the long doors open wide while the folding seat and high roofline combine to leave a big aperture.

There's plenty of room when you're inside, and a handy button which allows rear passengers to slide the front seats forward eases exit. Plus, while you can't fold the 2 Series' rear seats, the larger boot means you'll be able to carry more day-to-day than in the TT.

The small bootlid can make it difficult to load bulky items – this is easier in the Audi, with its wide opening – but it's a small price to pay for the more usable interior and back seats. Cabin storage is good, with two big cup-holders in front of the gearlever doubling as a coin tray thanks to an insert.



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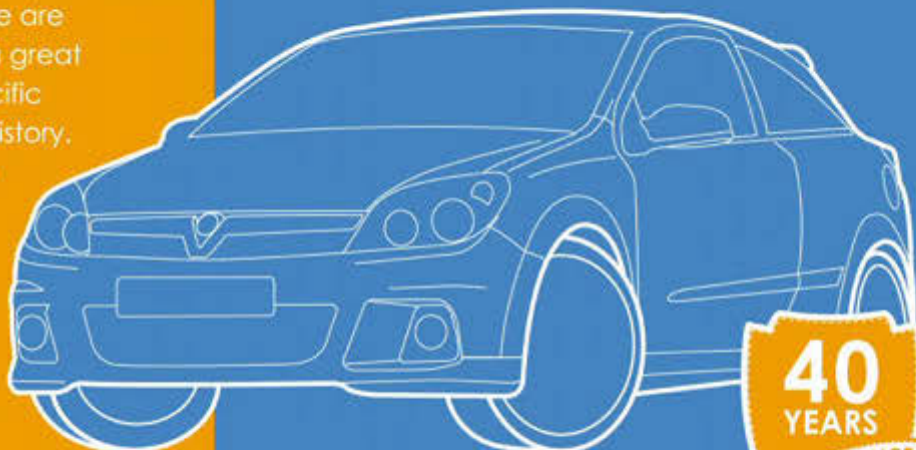
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Figures

Audi TT Ultra



BMW 220d M Sport



On-the-road price/total as tested	£29,770/£34,385		£28,365/£34,630	
Residual value (after 3yrs/30,000)	£16,281/54.7%	INSURANCE TT is only slightly more expensive to insure than the 220d, even though it's rated seven groups higher.	£13,723/48.4%	RESIDUALS THE 2 Series won't retain as much value after three years as the TT. It depreciates by £1,156 more than its rival thanks to a 48.4 per cent residual figure.
Depreciation	£13,489		£14,642	
Annual tax liability std/higher rate	£1,257/£2,514		£1,314/£2,628	
Annual fuel cost (12k/20k miles)	£1,630/£2,716		£1,244/£2,073	
Ins. group/quote/road tax band/cost	34/£400/B/£20	WEIGHT BASED on the VW Group's MQB platform, the new car is a relative featherweight. Shedding weight helps improve performance in all areas.	27/£396/C/£30	PERFORMANCE THERE'S not much to split the 220d and TT in terms of performance. The BMW trails slightly from 0-60mph despite its power advantage, but has the edge in top gear.
Cost of 1st/2nd/3rd service	£17 per month (3yrs)		£425 (5yrs/50k miles)	
Length/wheelbase	4,177/2,505mm		4,432/2,690mm	
Height/width	1,353/1,832mm		1,418/1,774mm	
Engine	4cyl in-line/1,968cc	DRIVER POWER AUDI'S dealers can't match BMW's for service. Our Driver Power 2014 satisfaction survey results showed the brand lagged two places behind its rival for reliability.	4cyl in-line/1,995cc	EMISSIONS COMPANY car drivers will pay more to run the BMW, as it emits more CO ₂ , although our figures showed strong real-world fuel economy that betters the TT's.
Peak power	181/3,500 bhp/rpm		187/4,000 bhp/rpm	
Peak torque	380/1,750 Nm/rpm		400/1,750 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/rwd	
Fuel tank capacity/spare wheel	50 litres/sealant	BRAKING AUDI stopped from 70mph in only 46.1 metres – that's 3.1 metres sooner than the BMW. Again, the low kerbweight helped to improve performance here.	52 litres/sealant	
Boot capacity (seats up/down)	305/712 litres		390/N/A litres	
Kerbweight/payload/towing weight	1,265/400kg/N/A		1,465/510/1,500kg	
Turning circle/drag coefficient	11.0 metres/0.30Cd		10.9 metres/0.28Cd	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	DRIVER POWER AUDI'S dealers can't match BMW's for service. Our Driver Power 2014 satisfaction survey results showed the brand lagged two places behind its rival for reliability.	3yrs (ultd)/3yrs	PERFORMANCE THERE'S not much to split the 220d and TT in terms of performance. The BMW trails slightly from 0-60mph despite its power advantage, but has the edge in top gear.
Service intervals/UK dealers	Variable/121		Variable/153	
Driver Power manufacturer/dealer pos.	12th/26th		10th/22nd	
Euro NCAP: Adult/child/ped./stars	81/68/82/4		N/A	
0-60/30-70mph	7.2/5.7 seconds	BRAKING AUDI stopped from 70mph in only 46.1 metres – that's 3.1 metres sooner than the BMW. Again, the low kerbweight helped to improve performance here.	7.3/6.5 seconds	PERFORMANCE THERE'S not much to split the 220d and TT in terms of performance. The BMW trails slightly from 0-60mph despite its power advantage, but has the edge in top gear.
30-50mph in 3rd/4th	2.7/4.7 seconds		3.0/4.6 seconds	
50-70mph in 5th/6th	5.5/7.6 seconds		5.6/7.4 seconds	
Top speed/rpm at 70mph	150mph/1,850rpm		143mph/2,000rpm	
Braking 70-0/60-0/30-0mph	46.1/34.5/8.4m	BRAKING AUDI stopped from 70mph in only 46.1 metres – that's 3.1 metres sooner than the BMW. Again, the low kerbweight helped to improve performance here.	50.0/36.9/10.1m	EMISSIONS COMPANY car drivers will pay more to run the BMW, as it emits more CO ₂ , although our figures showed strong real-world fuel economy that betters the TT's.
Noise levels outside/idle/30/70mph	73/51/62/74dB		72/47/63/66dB	
Auto Express econ (mpg/mpl)/range	38.7/8.6/426 miles		50.7/11.3/580 miles	
Govt urban/extra-urban/combined	57.6/76.3/67.3mpg		52.3/74.3/64.2mpg	
Govt urban/extra-urban/combined	12.7/16.8/14.8mpl	BRAKING AUDI stopped from 70mph in only 46.1 metres – that's 3.1 metres sooner than the BMW. Again, the low kerbweight helped to improve performance here.	11.5/16.3/14.1mpl	EMISSIONS COMPANY car drivers will pay more to run the BMW, as it emits more CO ₂ , although our figures showed strong real-world fuel economy that betters the TT's.
Actual/claimed CO ₂ /tax bracket	196/110g/km/18%		149/115g/km/19%	
Airbags/Isfix/park sensors/camera	Six/yes/£430/£840		Eight/yes/yes/£330	
Automatic box/stability/cruise control	No/yes/£295		£1,550/yes/£520	
Climate control/leather/heated seats	Yes/£420/£325	BRAKING AUDI stopped from 70mph in only 46.1 metres – that's 3.1 metres sooner than the BMW. Again, the low kerbweight helped to improve performance here.	Yes/£800/£295	EMISSIONS COMPANY car drivers will pay more to run the BMW, as it emits more CO ₂ , although our figures showed strong real-world fuel economy that betters the TT's.
Met paint/xenon lights/keyless go	£545/yes/yes		£550/£590/yes	
Sat-nav/USB/DAB radio/Bluetooth	£1,795/yes/yes/yes		£595/yes/yes/yes	

Deals & discounts

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DEMAND is strong for the new Audi TT, so deals and discounts are scarce.

Unlike some other models on its finance scheme, Audi doesn't offer a deposit contribution on the Ultra model, but rates are still competitive. Based on a 36-month Personal Contract Plan covering 10,000 miles a year, you'll pay £439 per month with a £3,000 deposit. Interest is charged at 7.3 per cent APR.

At the end of the three-year term, you'll have three options: you can either buy the car with a final payment of just under £16,000, hand back the TT's keys or replace the car with a part-exchange deal.

We found a small, two per cent saving on the Ultra through online new car broker site buyacar.co.uk, equating to a £634 discount on the £29,770 list price. The site is also offering a finance deal at £398 per month (7.9 per cent APR).

There are even fewer offers around on the 220d, with BMW promoting its 218d on finance heavily instead. The company doesn't tend to discount its cars, either, so don't expect to find big savings on the popular M Sport model tested here.

Results

AUDI

IT'S difficult to pick a winner here, as both cars have their merits, but it's the TT Ultra that takes the victory. Looks are a vital part of the equation in this class, and the Audi's angular styling will turn more heads. It reinforces this with a composed and capable chassis that finally makes the TT a true match for its sporty persona. Add excellent residuals, lower company car tax bills and the new Virtual Cockpit, and the Audi edges it.



1st

BMW

AN involving chassis alone isn't enough to win here. Although the BMW's engine is smoother than the Audi's, its more anonymous design means it blends into the background. The 220d's residuals aren't quite as strong as the TT's, either, and it'll cost more to tax. However, the 2 Series is a slightly more practical car. The level of standard kit on offer is fair, but it can't match the Audi's new hi-tech widescreen dash.



2nd

TT range secrets

Ultra line-up

ALL TTs get sports suspension as standard, but opt for S line trim on your TT Ultra, and you can spec a 10mm lower set-up at no extra cost. Bear in mind that with bigger, 19-inch wheels and stiffer springs and dampers, S line models will feel a little firmer.

No auto option

UNLIKE the 220d, the diesel TT Ultra isn't available with an automatic gearbox. Its six-speed manual is light and precise, but the clutch can get heavy in traffic. You can opt for an eight-speed auto in the BMW for £1,550 extra, or a Sports auto for £1,685.

Peugeot RCZ 2.0 HDi GT

IT doesn't offer the premium appeal of the coupés tested here, but the Peugeot RCZ certainly has price on its side. The 2.0 HDi GT model costs £26,350, and there's still plenty of performance from the 161bhp diesel engine, so it's a chic alternative.

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.



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Worth considering...



Kia Soul EV

TESTERS' NOTES...
 "You can get the Soul EV in silver, but our car looks smart in blue and white, which is exclusive to the electric model."

JAMES DISDALE
 ROAD TEST EDITOR



Practicality

Boot (seats up/down)
 281/891 litres

SECOND REPORT We've wrapped up warm to get through winter in our EV



Dawn Grant

Dawn_Grant@dennis.co.uk

AE WHEN I was handed the keys to the Kia Soul EV in November, I have to admit I thought it was the worst time of year to be running an electric car. Cold weather tends to adversely affect the amount of charge that you can hold in a battery, but with three months now under my belt, and spring on its way, it's clear that I needn't have worried.

My daily commute is an 18-mile round trip, so I shouldn't really stress about range anxiety, but when you've got the heater on full blast, it does play on your mind. As a result, I tended to leave the heater off and keep my coat on, although the Soul EV has plenty of clever kit to keep you warm without having to drain the battery too much.

First up is the standard heated steering wheel. I frequently suffer from cold hands, and the wheel makes such a



You set temperature 30 minutes prior to departure; heated seats are fitted, too

difference – much more so than the heated front seats. On other models, this extra usually comes with leather seat trim, but the Soul's cloth seats don't get that cold, even on frosty mornings.

However, it's reassuring to know that switching on either the seats or wheel doesn't have as big an impact on battery

range as the heater itself. Using it cuts the distance you can go by around six miles, while there's a driver-only option for the heater if you're travelling alone.

Another neat feature is that you can set the heater to warm the cabin to a desired temperature 30 minutes prior to departure, as long as your car's

"The Soul has plenty of kit to keep you warm without draining battery too much"





DRIVING There's plenty of torque available for instant getaways from traffic lights, and Soul is generally comfortable and easy to drive

GOOD & BAD POINTS...

"Short commute means range anxiety shouldn't be an issue. But fully charged, the range has dropped to an alarming 76 miles"

Essentials



WARNING LIGHT This has come on intermittently, but disappears when car is restarted. Diagnostic check at dealer failed to identify problem; now Kia is investigating



GEARBOX Dawn has taken to driving Soul in Brake mode. This boosts engine braking to recharge the batteries, but it does slightly blunt acceleration



CO₂/tax
0g/km
£0 or 0%



Electric drive
Power/claimed range
109bhp/132 miles

Kia Soul EV

On fleet since:	November 2014
Price new:	£24,955 (including £5,000 Government Plug-in car grant)
Engine:	81.4kW electric motor, 109bhp
CO₂/tax:	0g/km/£0
Options:	None
Insurance*:	Group: 18 Quote: £445
Mileage/mpg:	1,628 miles/N/A
Any problems?	None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



plugged in and charging. Of course, it's not only the heater that affects the range, as the dark winter months ensure that the headlights are on most of the time, and the windscreen wipers are kept busy, too.

The downside is that range when LG64 MGU is fully charged now reads a disappointing 76 miles, almost half Kia's claimed 132-mile maximum, and around 15 miles less than we were getting when we first collected the car.

But that's with everything running, and lately I've started to drive in Brake mode, which boosts engine braking to recharge the batteries. It also blunts acceleration slightly, yet the Soul is still sprightly enough to sprint away from traffic lights without fuss.

As yet, range hasn't increased, but I'm hoping that the spring weather and longer days will see it start to climb again. I've also had an

intermittent problem with the EV warning light coming on. Sometimes it disappeared when the car was restarted, but when it stayed on over two days, I booked it into Beadles Kia in Coulsdon, Surrey, for a check-up.

However, a diagnostic check didn't reveal anything. Due to the Soul EV being so new, the technician sent the information to Kia for further analysis, but as yet I haven't heard anything and while the light has come on again, all seems well with the car.

Overall, the Kia has coped really well through winter. During the week, I wouldn't swap it for anything, as it's easy to drive, comfortable, packed with kit and eco-friendly. It's pretty good for urban living at the weekend, too – it's just when you want to venture further afield that you need to think twice.

MY RATING ★★★★★☆

Our cars



Darren Wilson

Darren_Wilson@dennis.co.uk

AE AS you may have seen on Page 79, the new five-door Cooper is the second most popular car in our Top 100 15-plate deals – and rightly so. The MINI has been a whole lot of fun in the four months that my family and I have run the car.

The addition of the extra rear doors and increased boot space have made the MINI a more practical option, yet it lacks none of the upmarket appeal that made the original three-door model such a huge hit. Yet those searching for 5dr MINI deals should be aware some compromises do lie in wait.

The split-level boot is clever, opening up 278 litres of space. It easily accommodates an average family weekly shop, but over the Christmas period, we had to ask another family member to take my eldest son's guitar in their car, because we just couldn't squeeze it in with the rest of our luggage.

Likewise, another family member who would usually accompany us on our festive trip needed to hire their own car, as we simply couldn't fit him and his gear in.

Still, motorway driving has generally been stress-free. The intuitive sat-nav system has directed us around the country on various family trips away, and the ability to sync several iPods and phones has caused only minor in-car squabbles.

Exciting

But you'll need to make full use of the stereo's volume control on the noisiest stretches of road. The first time I drove along the concrete section of the M25, I slowed down and moved into the inside lane, as the din from the uneven surface convinced me the MINI had a puncture.

This is one of the downsides of the low driving position. Driving the MINI is great fun, and this is predominantly down to its road-hugging stance. It is genuinely exciting flicking the red start button and feeling your weight shift as you turn into the first corner. Yet after several months of daily urban commuting, the initial fun factor of the 'go-kart thrills' is waning.

Much of the blame can be levelled at the combination of our roads and the optional 17-inch alloys. The amount of thumps and bumps on my commute has led me to avoid certain sections of road, and I've taken to driving over speed bumps at a slight angle to lessen the thuds (even at low speed).

A fuel return of 38.1mpg isn't at all bad for a petrol car driven almost exclusively in slow city traffic. I've been using the green mode which encourages sensible acceleration and thoughtful gear choices by illuminating the green lights on the centre console.

However, the eight-stepped digital fuel gauge does seem to count down quite quickly. It may only take around £44 to fill up the MINI's small 40-litre tank with unleaded fuel, but it would be nice if I was doing this a little less frequently.

Still, it's hard to stay mad at the MINI for too long, as it only takes a few corners or an admiring glance to have me smiling again.

MY RATING ★★★★★☆



TESTERS' NOTES...

"If you want to improve the ride comfort of your MINI, then stick to the standard 15-inch wheels and specify the optional adaptive dampers."

DEAN GIBSON
DEPUTY ROAD TEST EDITOR



MINI Cooper 5dr

THIRD REPORT Hatch is a big hit, but it's not without its flaws



GOOD & BAD POINTS...

"The MINI oozes style and driving excitement, but bumpy ride on urban streets has taken some gloss off glowing first impressions"



Essentials

MINI Cooper five-door

On fleet since: November 2014

Price new: £15,900

Engine: 1.5-litre 3cyl, 134bhp

CO₂/tax: 109g/km/£20

Options: Metallic paint (£475), 17-inch alloys (£970), bonnet stripes (£80), Chili Pack (£2,250), Media Pack (£1,575), parking sensors (£260), Driving Assistant Pack (£740), LED headlamps (£670)

Insurance*: Group: 18 Quote: £385

Mileage/mpg: 4,429/38.1mpg

Any problems? None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



PRACTICALITY Rear doors and split-level boot improve MINI's usability, but you have to plan carefully as space can still be tight



GREEN MODE Trying 'eco driving' using the green mode has kept overall fuel economy to around 38mpg, yet small tank means the fuel lights count down quickly

Fleetwatch



Audi TT

LIFE with our Audi TT didn't get off to a very good start in Issue 1,358. News editor James Batchelor described how a faulty stop/start system was ruining his time with the coupé.

Despite two trips to a dealer and even Audi HQ taking a look, the problem couldn't be fixed, and the car has been replaced by another TT. It's identical in every way to the departing car apart from the bright Glacier White paint.

But just like road test editor James Disdale is finding, winter tyres have a tendency to throw up more road dirt than summer ones.

While it means the TT has excellent traction on the country roads near James' home in Hampshire, he has to get his hands dirty and clean the TT more often. Good job, we say – the man needs more exercise.

Our fleet

Audi TT

Issue 1,359

BMW i3

Issues 1,338, 1,353

Dacia Duster

Issues 1,305, 1,315, 1,330, 1,339

Fiat Panda Cross

Issue 1,359

Hyundai i10

Issues 1,332, 1,338, 1,348, 1,357

Jaguar F-Type

Issues 1,307, 1,319, 1,329, 1,344, 1,355

Kia Soul EV

Issue 1,350

Lexus IS 300h

Issues 1,312, 1,320, 1,329, 1,340, 1,355

Mazda 3

Issues 1,311, 1,334, 1,345, 1,357

MINI Cooper D 5dr

Issues 1,346, 1,352

Peugeot 308 SW

Issues 1,342, 1,356

Range Rover Sport

Issue 1,356

SEAT Leon SC Cupra

Issue 1,353

Skoda Superb Estate

Issues 1,347, 1,358

Suzuki Swift

Issue 1,358

Vauxhall Corsa

Issue 1,354

Volkswagen Golf GTI

Iss. 1,320, 1,332, 1,341, 1,352

Range Rover Sport

MEN aren't known for their ability to read handbooks, and editor-in-chief Steve Fowler is no different. So it was a surprise to him when he came across something called Conversation Assist in his Range Rover Sport's menus.

It uses the Bluetooth's microphones and Meridian sound system's speakers to boost his voice so passengers in the back can hear him more clearly.

With Steve's habit of singing in the car, the rest of the Fowler family has insisted Conversation Assist stays permanently off.



CO₂/tax

109g/km
£20 or 14%



Practicality

Boot (seats up/down)
278/719 litres



Performance

0-62mph/top speed
8.2 secs/129mph

"After months of urban commutes, the MINI's initial fun factor is waning"



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THIS WEEK'S HOT KIT

■ PRICE FROM £399.99

Head units' screen link

NEW PRODUCT

Kenwood DDX5015DAB and DNX4150DAB head units

RRP: From £399.99 (DDX5015DAB)

Contact: www.kenwood-electronics.co.uk

AE KENWOOD is the latest big-name in-car tech manufacturer to release hardware tailored for mirroring iPhone apps. This follows Alpine and Pioneer, which recently launched multimedia head units integrated with Apple CarPlay.

But unlike rival brands' head units, the £399.99 Kenwood DDX5015DAB and £849.99 DNX4150DAB use Apple's unique AirPlay streaming service to play audio and video content from handheld devices. This means that while the new set-ups miss out on some CarPlay

features, integration is wire-free. And the CarPlay-exclusive functions that aren't included – like phonebook access for hands-free calls and SMS text dictation – are replaced by built-in features. For example, the units have Bluetooth for phone calls and Siri compatibility for voice control.

An Android-exclusive Miracast function means wireless streaming extends to non-iOS handsets, too. With this, it's possible to stream more than just audio and video. Your favourite sat-nav app can be displayed on the screen, as will some video playback apps.

You'll need an additional dongle to activate WiFi-based iPhone and Android mirroring on these units – Kenwood's KCA-WL100 is around £100 extra. But there's a host of functions you can use straight away, such as DAB+ for digital radio and inputs for a reversing camera.

NEED TO KNOW...

"Both new units offer a mirroring facility for Apple devices, but it's only for audio and video content relayed through AirPlay"



Henry Willis

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills

Q Best route planning website

THE built-in sat-nav in my car is outdated and sometimes sends me the wrong way. Is there a way to print out directions before I start a long journey to ensure I don't make a mistake?

Catherine Danes, E-mail

A WE'D recommend using a route planner for your journeys. Google Maps came out on top in our test of these in Issue 1,330. It gives turn-by-turn directions, which you can print off and take with you. It's free to use and also factors live and expected traffic into your trip. Visit google.co.uk for straightforward, up-to-date route planning.

Q Car kit for European holidays

THIS year will be the first time I've taken my Citroen C4 Picasso into Europe for a family holiday. I'm told I need to buy extra kit for the journey, but I'm not sure what. Can you help?

Stuart Hurst, E-mail

A THE exact kit you'll need to varies from country to country, but most require you to carry at least a hi-vis vest, warning triangle and first aid kit in the car. Plus, you'll need to fit beam deflectors and a GB sticker. A lot of these products are bundled in handy packs, and the AA Euro Travel Kit (shop.theaa.com) topped our mini test of these in Issue 1,329. The £34.99 pack has since been boosted by the addition of a breathalyser – not essential, but a useful extra.

Perfect timing for F1 watch

NEW PRODUCT

Casio Edifice ERA-300RB-1AER watch

RRP: £350

Contact: www.casioonline.co.uk

WITH the new Formula One season just days away, watch maker Casio has expanded its relationship with the Infiniti Red Bull Racing team. The maker's released the Edifice-series ERA-300RB-1AER chronograph, branded with the squad's logo and loaded with motorsport nods.

Taking inspiration from the racing link, the new watch comes with a lap memory timer. This allows

it to measure a total elapsed time, plus lap and split times that can be stored to view at a later date. Its memory can record 100 of these and store calculated distance covered.

Fitness fans will love the fact it can record calories burned, too, plus there's a conventional stopwatch function, displayed in chronograph form. The strap and case are designed to reflect the high-performance nature of the Red Bull racing team, too.

A digital compass will add to the appeal for adventurous users, plus there's a thermometer which can measure the temperature around the timepiece. It can also store times around the world and up to five daily alarms.

In addition, the calendar on the watch adjusts automatically to daylight saving time changes.



TOP TIPS Wiper blade check-up



COLD weather can damage wiper blades, so as we head for spring, it's worth checking if they need replacing. Squealing and smearing are the first signs of damage. Our group test winner, from Issue 1,333, is the Bosch Aerotwin. It comes in a range of sizes, and we found a single blade priced from £16.49 as we went to press. See bosch-automotive.com.



NEED TO KNOW...
"Extra length in the Laser spanners' handles means it's possible to reach awkward spots, plus provides extra leverage"

PRICE £52.46

Spanner set's long reach

FIRST TEST

Laser Extra Long Combination Spanner Set

Best price: £52.46 Rating: ★★★★★

Contact: 01926 815000, toolconnection.co.uk



ACCESSING hard-to-reach parts around an engine can be difficult, even when equipped with a full tool kit. But this new set of extra-long spanners from Laser could well be the solution.

Packaged in a handy roll-up tool bag are 12 combination spanners, covering every size from 8mm to 19mm, with an open end at one end and a conventional ring at the other.

Considering the shafts are so long, a ratchet would be handy, but

the rings work well and grip firmly. The open ends of the tools grip well, too. Their extra length allows you to apply more force, making them ideal for tackling rusted, stubborn fittings, or for reaching deep into the engine bay.

The bigger the fastener size, the longer the spanner gets – so the smallest 8mm option measures 150mm, while the biggest 19mm tool is 330mm. On average, you get around 25 to 50 per cent extra length over a regular spanner.

The tool roll is finished in canvas, which has an attractive, high-quality feel. And we liked the fact it can be stowed easily in the boot for a roadside repair; a bulky storage box would take

up much more space. Plus, the 12 sizes should cover most tasks, and helpfully there are markings not only on the roll, but also on both sides of each spanner, so you can identify the one you need in a flash.

Compared to rival sets we've rated highly in our tests in the past, the Laser kit represents reasonable value for money. When looking for prices at the time of going to press, we found it for sale at £52.46. This may be more expensive than basic spanner sets, but we think it's well worth it for the extra length.

The Laser Extra Long set will be a valuable asset for motorists, whether you're using it for basic emergency jobs or for routine DIY maintenance.

news, deals & events



Halfords backs new apprentice scheme

HALFORDS has pledged its support to apprentices by announcing that it will place 500 trainees in stores over the next year.

The scheme – supported by Chancellor George Osborne (above) – welcomes applicants in all employment situations. Its roll-out nationwide follows a pilot in which 62 per cent of apprentices landed jobs.

Cabin tech at fault for UK accident rise

IN-car gadgets are to blame for an increasing number of road accidents in the UK, the RAC has told The Times newspaper.

Based on figures released by the Department for Transport, a four per cent rise in deaths and serious accidents brings the total from the past 12 months to 25,000 – after decades of decline – and the organisation blames the "sheer amount" of tech used in cars.

Classic swap shop back for 18th year

AFTER a busy January autojumble that packed out every stall with traders, the Malvern Drive-In Classic Car & Motorcycle swap shop returns for the 18th time.

The event takes place on Sunday (8 March) at the Three Counties Showground in Malvern, Worcs. It's open from 10am to 3pm, and entry is £6 for adults, £2 for children aged up to 14 and free for under-sevens. A selection of motoring memorabilia and parts will be up for grabs. See www.classicshows.org for more.

Know an event coming soon?
Contact Henry_Willis@dennis.co.uk

Race seats for the daily commute

NEW PRODUCT

Cobra Nogaro sports seats

RRP: From £729 (GRP version)

Contact: 01952 684020, www.cobraseats.com

COBRA'S new Nogaro race seats not only have a supportive and comfortable frame, the maker claims their shape's been developed for easy accessibility, so they promise to be just as well suited to the school run as a track-focused race car.

Two shell options are available, both intended for all-round use. The standard GRP version weighs 10.2kg, while a lighter, carbon-fibre option is 5.3kg. Drivers can also pick from two styles: the standard Street seat (pictured) or track-focused Circuit complete with holes for a harness. The side profile of all versions of the Nogaro has been made to work with most standard seatbelt and airbag systems.

Every seat is hand-built, so custom colour and pattern combinations are available on request, although Cobra has set some preset designs aside. Standard trim is made of vinyl and dinamica microfibre, plus a leather upgrade is offered. Painted, colour-coded shells can be made to order, too.

PRICE FROM £729

NEED TO KNOW...
"All Cobra seats are hand-made in Telford, Shrops, so the maker accepts custom design requests for the Nogaro"



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Mr D.S - Skoda Yeti (February 2015)

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CRYSTAL SERUM PROFESSIONAL

Mini test

NEW PRODUCT

Sealey Slimline LED Lamp LED042

Best price: £35

Contact: 01284 757500, sealey.co.uk

INSTEAD of being built with a single or multi-LED strip like the others tested here, there are 12 LEDs spread out the full length of this 30cm Sealey. The result is a wide beam, although it's not as bright and focused as rivals.

But the main difference is that, rather than running off a battery, the LED042 is supplied with two long power leads: one clamps on to a car's battery terminals, and the other connects to the 12V cigar lighter socket in the cabin.

This isn't our preferred option, although it allows you to use it on cars away from mains supply. And it means the lamp is slim enough to poke through tight gaps in the engine bay. For workshops without power, it has a role; it's just a shame it doesn't have the hooks and magnet of the Ring.

Rating: ★★☆☆

NEED TO KNOW...
"LED042 does away with a battery, but as a result it's slim and compact enough to poke through tight gaps around car"



Which LED worklight's an under-bonnet star?

AE Henry Willis

RECHARGEABLE LEDs have dominated the worklight market in recent years, but if you don't have access to the mains when using one of these lamps to work on your car, what do you do?

Sealey's Slimline LED Lamp LED042 could be the answer. Rather than running off a built-in rechargeable battery, it's supplied with leads to hook up to your car. We tried it against two of the top rechargeables.

Ring's Ultra Bright Magnetic Flexi RIL4000 was the Best Buy in our Issue 1,316 test, beating the Philips LED Inspection Lamp RCH20, so these were obvious competitors for the newcomer.

Prices were taken from a range of sources as we went to press. And while the rechargeable lamps are still the best, the Sealey impressed. It lacked our top two's piercing brightness, and we're not sure about just having power cables instead of a battery, but it's good value.

"While rechargeable lamps are still best, slim Sealey is an impressive choice"

STILL THE BEST

Ring Ultra Bright Magnetic Flexi RIL4000

Best price: £35.90

Contact: 0113 213 2000, ringautomotive.co.uk

A COMPACT strip of six LEDs lights the way with the Ring, delivering a bright, wide beam. It scores marks with its mounting hook and magnet. It's bulkier than the Sealey, but easier to rest on a surface for hands-free working. And it has a built-in battery, which you recharge from the mains. A worthy all-rounder.

Rating: ★★★★★



CAPABLE ALTERNATIVE

Philips LED Inspection Lamp RCH20

Best price: £56.62

Contact: 020 8956 5175, eurocarparts.com

WITH a long, single-LED strip bulb, the Philips is a strong and powerful worklight. It produced a wide, evenly spread beam. Its best feature is the rechargeable dock, meaning it's always ready to go. But it was the priciest choice, while a lack of mounting options restricts it to four stars.

Rating: ★★★★★



books, apps & games

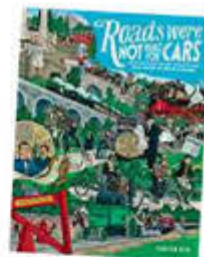


Roads Were Not Built For Cars

Carlton Reid (Front Page Creations)

Price: £15.42 (Kindle) Rating: ★★★★★

THIS controversial Kindle book makes a case for 19th century cyclists as pioneering road users, responsible for setting up today's highways. Author Reid makes some interesting points, and he flags up various not-so-obvious shared interests between bikes and cars.



France: Essential Guide for Car Enthusiasts

Julian Paris (Veloce, www.veloce.co.uk)

RRP: £14.99 (hardback) Rating: ★★★★★

ANY petrolhead crossing the Channel for a holiday this summer should take this book for inspiration on places to visit. Over 200 listings display museums, car shows, autojumbles, motorsport and open circuits all over France. The country is split into five sections, with each well represented, plus there are useful tips at the end.



Colin McRae Rally

Available for: iOS, Android

Price: £2.29 Rating: ★★★★★

THE Colin McRae series continues to expand its availability over more platforms. It's been out on mobile devices for a while now, but it's been improved to work on newer iOS-based hardware. Graphics are enhanced, as the app now makes the most of Retina displays on Apple products.



App of the week



Driving Theory Test UK

Available for: iOS, Android, Windows Phone

Price: Free (99p to unlock content) Rating: ★★★★★

UPDATED for 2015, Driving Theory Test now has new questions. It's ideal for learners looking to brush up on road knowledge, and is among the best unofficial revision apps. A copy of the Highway Code is included, as are interactive questions.




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SOCKET SETS

Which of 12 is the most versatile kit for working on your car?

PRODUCT GROUP TEST 4 | 3 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

A SOCKET set should be at the heart of any DIY mechanic's toolkit. While spanners can be used on a wide range of other jobs, car maintenance requires sockets for simple tasks like removing wheels and changing spark plugs as well as major work such as suspension or engine rebuilds.

A 3/8-inch drive set covers most car fixes, but the choice is vast, with manufacturers disagreeing over what exactly they should contain. So, which should you go for? We tested 12 to find out.



Clarke PRO23

Best price: £35.98 Sockets: 29

Contact: 01992 565300, www.clarkeinternational.com

BEST BUY THE PRO23 claims its second win on the spin, and is the same price two years on. Its cost played a bigger role than usual, as it was tough to separate the sets on performance. The ratchet is comfortable – although we still don't like the holes in the head – with a fine action, plus it features all our essentials, including deep versions.

Rating: ★★★★★



Draper 02354

Best price: £51.79 Sockets: 28

Contact: 023 8049 4333, www.draper.co.uk

RECOMMENDED THIS set has a 12-point socket design that allows it to be used on Draper TX-Star fixings as well as conventional metric and AF heads. Alongside the good selection of standard and deep sockets, there's a choice of star and hex bits, plus three wobble extensions. The rubber handle grip is welcome in cold weather, and the matt finish adds quality.

Rating: ★★★★★



Sealey AK692P

Best price: £88.90 Sockets: 38

Contact: 01284 757500, www.sealey.co.uk

QUITE a lot more expensive than our other podium finishers, but you do get more for your money, including a selection of AF Imperial sockets for owners of older cars. The sockets, including deep versions, are all six-sided for improved grip, and the ratchet has a quality feel with a relatively fine tooth action. It's all packed into a rubber insert, which looks good but could hold items more tightly.

Rating: ★★★★★



Stag Tools STA028

Best price: £35.99 Sockets: 22

Contact: 0161 764 5981, www.tetrosyl.com

STAG Tools is new from the fast-growing Tetrosyl group, which is better known for its car care brands. It may be a new field for the group, but it has a decent set here with six-point sockets in deep and standard versions, plus a couple for spark plugs – although there isn't an 8mm socket. The ratchet has a good action and the composite rubber handle allows lots of force to be applied.

Rating: ★★★



Halfords 278718

Best price: £60 Sockets: 24

Contact: 0845 057 9000, www.halfords.com

THIS set looks a little sparse compared to some of Halfords' more comprehensive kits. You get both deep and standard sockets, although it would have been good to see our essential 8mm in a long version, too. The ratchet feels good, with a fairly fine action, plus it's easy on the hands when applying pressure. For this money, though, we'd expect to see spark plug sockets.

Rating: ★★★



Draper 31058

Best price: £44.24 Sockets: 32

Contact: 023 8049 4333, www.draper.co.uk

THE Draper 31058 attempts to cover both metric and AF, but focuses firmly on the former. It comes with just nine Imperial sizes, which would get you out of trouble, although the range is quite limited. Metric is better covered despite there only being four deep sockets, but you do get three for spark plugs and a trio of extensions. Quality and price are good, although choice needs more thought.

Rating: ★★★

NEED TO KNOW...
 "We consider the 8, 10, 12, 13, 17 and 19mm tools essential sizes for any socket set, so kits containing these scored points"



Socket sets tested

Products

How we tested them

WITH the help of AA engineer Rory Stockbridge, we checked the size of the essential 8, 10, 12, 13, 17 and 19mm sockets, plus the 11mm, then replicated severe misuse – taking the ratchets up to 150lb/ft and the 10mm socket to 85lb/ft. We assessed what's included, looking for deep sockets, extensions and a fine-toothed ratchet. Our final factor was **price**, taken from various sources as we went to press.



Verdict

CLARKE hangs on to its crown with the well priced, well thought out PRO23. It was close, though, with Draper's larger 02354 just behind, while the final podium spot goes to Sealey's AK692P.

1. Clarke PRO23
2. Draper 02354
3. Sealey AK692P



Teng T3839

Best price: £59.95 Sockets: 22

Contact: 01525 711500, www.iqsupplies.com

ON winter days, we'd want this Teng T3839 set in our tool box, as the ratchet is plastic with rubber inserts, and won't attract the cold like a metal tool. It's comfortable when applying force, plus it had no trouble with our abuse tests. The essential sizes are available in standard and deep sockets, all in a non-slip satin finish. There's a quality feel to all the parts and you get a selection of star, cross, slot and hex bits.

Rating: ★★★★★



Clarke PRO80

Best price: £50.39 Sockets: 47

Contact: 01992 565300, www.clarkeinternational.com

THE PRO80 is the bigger brother of our winning set, which means it packs in more sockets, including a decent selection of standard and deep AF versions. It looks similar to the PRO23, but there are a few detail changes. The sockets are all six-sided driving on the flats rather than tips of fasteners. You get a lot for your money, but the shiny finish feels a bit tacky and the ratchet has a coarse action.

Rating: ★★★★★



Yamoto YMT-582-6180K

Best price: £71.99 Sockets: 28

Contact: 0116 257 2431, www.cromwell.co.uk

THIS could be all the socket set many DIY mechanics would ever need, as alongside the comprehensive range of deep and standard sockets, you get 18 bits. These do not use a bit adaptor, but have the their own 3.8-inch drive and cover hex, star, cross and flat fasteners. The ratchet has a fine, smooth action, although the rubber section could be a little bigger to make use easier for those with larger hands.

Rating: ★★★★★



Silverline 868524

Best price: £21.85 Sockets: 14

Contact: 01935 382222, www.silverlinetools.com

COMPACT set from Silverline is excellent for storing in the boot of your car for roadside repairs. At this price, you could afford to do so, although others work out cheaper per piece. The ratchet has a fine action, plus you get a couple of extensions and all of our essential sizes. However, there are no deep or spark plug sockets, which would mean further expense to cover the gaps.

Rating: ★★★★★



Senator SEN-582-0100K

Best price: £50.39 Sockets: 34

Contact: 0116 257 2431, www.cromwell.co.uk

BUDGET offering from Cromwell Tools covers both metric and Imperial fasteners, with a handful of deep sockets in both. There's also a couple of spark plug sockets and a pair of extensions. So far so good, but you can see where the money has been saved. The finish is very shiny, plus the ratchet handle is loose and tough on the hands – particularly the sharp edges of the rubber cover.

Rating: ★★★★★



Kennedy KEN-582-8810K

Best price: £119.99 Sockets: 26

Contact: 0116 257 2431, www.cromwell.co.uk

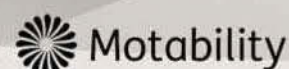
THERE'S lots to like about this Kennedy set, which has a good range of versatile deep and standard sockets, plus Yamoto-style bits with their own drives for cross, hex and flat heads. The overall quality is good despite the odd mix of satin and chrome finishes, while the 12mm was too tight. The price is a mystery, as it's similar to the Yamoto yet lacks basics like case size marking.

Rating: ★★★★★

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BMW X5 Mk2

YOU TELL US... SUV's classy and potent, but can be unreliable

**97th
PLACE**

2014 Results X5 Factfile

Years: 2006 to 2013 **CO₂:** 214g/km

Fuel economy: 34mpg (3.0d SE Auto)

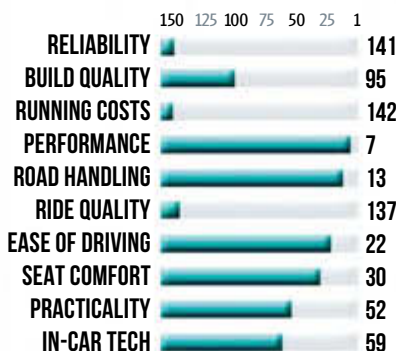
Best features: Keyless entry, folding wing mirrors, dual climate control, cruise control

Prices: From £12,000

OVERALL SCORE

86.24%

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better



GOOD

"IT'S powerful and attractive on the eye. Plus, it drives like a saloon and is spacious."

"This is my fourth BMW X5. I enjoy the drive and the technology."

"Quality of finish and standard specification is very good."

"It does everything asked of it with ease and comfort."

"The interior is well put together and finished just as beautifully."

"Excellent acceleration, plus very secure brakes and roadholding."

NOT SO GOOD

"WHEN the engine gets hot, the car can sometimes take a long time to change gear."

"Not as reliable as I'd hoped in a relatively new car, plus it's very expensive to repair."

"Boot and rear seat plastics not as premium as expected for price."

"Run-flat tyres are very pricey and produce a pretty hard ride."

"BMW's claimed mpg is a fairytale, even on long journeys."

"The sunroof is a bit shaky and rattles."



How do you rate your car?

Tell us what you think

www.autoexpress.co.uk/driverpower

Q Particulate filter problems

MY diesel Skoda Yeti has been in the garage with blocked particulate filters. What can I do to keep them clear? And should I consider looking for a petrol alternative?
Frank Mottham, E-mail

A *DIESEL particulate filters clog up if you're only doing short trips, so try to cover longer distances frequently to clear them. Petrol cars are a good idea for low mileages. Diesels carry a price premium, so you need to do around 18,000 miles per year to recoup the outlay.*

Q Reversing camera for 2008

I'M purchasing a new Peugeot 2008 Allure this year. Can I get a reversing camera fitted for this car? Would it affect my warranty if it's not provided or installed by a Peugeot dealer?
Susan Jones, E-mail

A *THERE are aftermarket products available that can be wired into your car and connected to a camera on the dash. However, it's likely these will invalidate your Peugeot warranty and be considered a modification. It's best to contact your dealer, although the 2008 in Allure trim does come with parking sensors.*

Q Test drive tyres not on car

I TEST drove a second-hand Honda Accord fitted with four Michelin tyres and was happy enough and put down a deposit. When I went back to collect it, the tyres had been changed and the car pulled to the left. What can I do?
Joe Penhall, E-mail

A *YOU agreed to buy the car as seen and paid a deposit to that end. You're well within your rights to get the originalMichelins put back on the car, or you're free to walk away from the sale and get a full refund of your deposit. Make sure you have the car realigned before you hand over the full amount, too.*

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BUYER'S GUIDE: Honda Civic

FROM £4,000 Award-winning Mk8 family car looks great value as a used buy

AE Richard Dredge

THE eighth-generation Honda Civic made its debut nearly 10 years ago, and although it was superseded in 2012, it still looks like nothing else on the road.

While this radically styled small hatch is less shocking than when it first arrived, what hasn't changed is its excellent practicality, with a cinema-style rear seat, spacious boot and usefully designed cabin.

The Civic is generally well equipped, too, although entry-level models are spartan. And while some early cars weren't as reliable as you'd expect a Honda to be, things quickly improved. Now, this model makes a top-value used buy.

History

THE Mk8 Civic five-door hatch arrived in September 2005, with 1.4 or 1.8-litre petrol engines, plus a 2.2 diesel.

An IMA hybrid model came in January 2006 as a four-door saloon only, then exactly one year later, a three-door hatch arrived, the Type S, in 1.8 petrol or 2.2 diesel forms – both were available in high-spec GT guise.

Then came the three-door-only Type R in March 2007, before the whole range was refreshed in autumn 2009. This brought mildly revised styling, a more efficient 1.4-litre engine (i-VTEC) and improvements for the i-SHIFT transmission. At the same time, the high-spec Civic Si was introduced.

Which one?

EARLY cars were beset with quality issues – the best ones are the facelifted models from autumn 2009. The 1.4-litre petrol engine doesn't sparkle, but the 1.8 is much better, while the 2.2 diesel is refined, torquey and economical.

Entry-level cars (badged S) get ESP, remote central locking and curtain airbags, while the SE features air-con, alloy wheels and a CD player. ES models add cruise control, dual-zone climate control and a panoramic glass roof. The EX has sat-nav and automatic wipers, the Si features leather and Alcantara trim and sporty details, while the Si-T adds sat-nav. Standard kit on the

EX GT includes leather, xenon lights and rear parking sensors.

Alternatives

THE VW Golf is a relatively costly yet good all-rounder, but reliability isn't always what you might expect.

The Ford Focus is better value and has class-leading dynamics. There's a massive range of engines, trims and bodystyles, plus loads of examples to choose from.

A less obvious option is the Mazda 3, which drives well and looks sharp, plus is generously equipped and very reliable.

Toyota's Auris majors on reliability, while the Peugeot 308, Vauxhall Astra and Renault Mégane are all superb value.

Verdict

THERE'S a Civic out there for everyone. From low-cost, small-capacity petrol engines to the high-revving Type R road racer, the Honda makes a lot of sense as a used buy.

We crowned it best Compact Family Car at the Auto Express New Car Awards in 2006, as we thought that its all-round appeal couldn't be bettered.

While newer alternatives have come along in the meantime, the Civic still looks fresh and is superbly packaged – yet is now available to buy from as little as £3,000.



www.autoexpress.co.uk/driverpower

OUR VIEW

THE Civic debuted at fourth in our Driver Power satisfaction survey in 2007, but has slipped down every year since. In 2014, it came 91st, scoring highest for practicality and reliability. Owners dislike the ride, tech and build quality.

YOUR VIEW

SOPHIE Myron, from Halifax, West Yorkshire, owns a 2009 Civic 1.8. She said: "I love the distinctive looks. The engine is economical and smooth, the cabin is spacious and, so far, it's been reliable. Poor visibility is the main drawback."



Interior

HONDA mixed a space-age dash with brilliant practicality thanks to a flip-up rear seat that maximises interior room. Headroom in the back isn't great, but boot space is. It's boosted by a twin-level floor and a 485-litre capacity, growing to 1,352 litres with the seats folded.



Performance0-60mph/top speed
8.7 secs/127mph**Running costs**53-55mpg (2.2 i-CTDi)
£57 fill-up**CO₂/tax**127-139g/km
£110-£130**NEED TO KNOW**

Headlight seals can fail and allow water to get in, leading to condensation on the inside of the glass.

**NEED TO KNOW**

Reversing sensors are desirable. Factory-fit items will be perfectly colour-matched; aftermarket ones won't be.

NEED TO KNOW

The i-SHIFT auto offered with the 1.4 is an acquired taste, although examples built after autumn 2009 are much better.

Contacts**Official**www.honda.co.uk**Forums**www.8thcivic.com
www.civictland.com
www.hondacivicforum.com
www.civinfo.comPictures by Tom Wood
Thanks to: Imperial Car Supermarkets in Portsmouth, Hampshire, for the loan of the Civic pictured here.Contact: 023 8098 6917,
imperialcarsupermarkets.co.uk**Chipping**

PAINT chipping has been a major issue for many owners, with bonnets, bumpers and door mirrors peppered with damage. Give any car a thorough once-over.

**Dash**

THE shiny finish on the dash looks good until it gets scratched and damaged. Be sure to check everything to see if it's looking a little worse for wear.

Alarm

THE alarm system sometimes doesn't work properly, as the lights flash but the siren doesn't sound. Sit in the car, lock it, then move about to set it off.

**Fuel cap**

THE fuel filler cap on some cars doesn't open when you pull the lever. Pull the lever (to the right of the driver's seat) to test whether or not it opens.

How much?

	11	10	58	07	55
	2011	2010	2009	2007	2005
Model					
1.4 DSi/i-VTEC S 5dr	£6,995	£6,150	£4,995	£3,995	£3,250
1.8 i-VTEC SE 5dr	£7,950	£6,895	£5,995	£4,695	£3,750
1.8 i-VTEC EX 5dr	N/A	£7,695	£6,595	£4,995	£3,995
1.8 i-VTEC Type S GT 3dr	£8,575	£7,475	£6,450	£4,895	N/A
2.0 Type R GT 3dr	£11,550	£9,995	£8,750	£6,825	N/A
2.2 i-CTDi ES 5dr	£9,395	£8,175	£6,995	£5,295	£4,250
2.2 i-CTDi EX 5dr	N/A	£8,550	£7,475	£5,750	£4,395

YOU can buy a Honda Civic that's covered around 200,000 miles for under £2,500, but you're better off spending £3,000 on a 100,000-mile version. For a car so popular with company car drivers, it's surprising that three out of five Civics have a petrol engine. Diesel models that have done less than 100,000 miles are priced from £3,500.

A £6,000 budget buys a 58-plate 2.2 i-CTDi SE or an 07-reg 1.8 i-VTEC Type S GT – both with 50,000 miles – or you could have a 70,000-mile 08-plate Type R GT. About one in 10 Civics has an automatic box, starting at £4,000.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.4 DSi	11	46-47mpg	139-143g/km	£130-£145
1.4 i-VTEC	12-13	47mpg	135g/km	£130
1.4 i-VTEC i-SHIFT	12-13	49mpg	132g/km	£130
1.8 i-VTEC	21-22	42-44mpg	152-156g/km	£180
1.8 i-VTEC auto	21-22	55-57mpg	143-147g/km	£145
2.0 Type R	34	31mpg	215g/km	£285
2.2 i-CTDi	22-24	53-55mpg	127-139g/km	£110-£130

ALL Mk8 Civics need to visit a garage every 12,500 miles or 12 months, with services costing £20 extra for diesel models over petrol versions – £215-£285 versus £195-£265. As all engines are chain-driven, there are no cambelts to have to worry about replacing, but the brake fluid does need to be renewed every three years regardless of mileage – expect to pay £50 for this.

The air-con is best checked every two years; regassing costs £80, while the coolant is £65 to replace. This needs to be done every five years or 62,500 miles for diesel cars, and every 10 years or 125,000 miles for petrols.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£60	£27.13
Brake discs (pair)	£145.01	£74.28
Door mirror glass (electric)	£43.45	£12.33*
Front wiper set	£24	£22.74

Prices for a 2009 Civic 2.2 i-CTDi. Dealer prices from Startins Honda (startin-honda.co.uk). Independent prices from Euro Car Parts (eurocarparts.com). *Price from wingmirrorshop.co.uk

Recalls

HONDA is known for its cars' reliability, so it's a surprise that the Mk8 Civic has had 11 recalls. Only models built before September 2010 were affected, though, with issues focusing on the engine stalling, the steering losing its power assistance and the handbrake not holding.

Other possible problems centre on a faulty brake pedal, short circuits in the Type R's wiring and the hybrid Civic IMA's gear selector getting stuck in Park.

Car hunter

£17,000 for a pick-up, but which one?

Dear Lawrence, I'm a building contractor and need a pick-up for work, but it has to be comfortable enough for family use. I've got £17,000 to spend. What should I consider?

Derek Jennings, Milton Keynes, Bucks

Contact: Lawrence_Allan@dennis.co.uk



■ THE QUALITY CHOICE

VW Amarok

FOR: Car-like cabin, refined drive, classy

AGAINST: Expensive, light steering

VOLKSWAGEN doesn't have the same pick-up history as Ford and Toyota, but that hasn't stopped it from building one of the best on the market. And while the Amarok doesn't look as sharp as the Ranger, inside you'd be forgiven for thinking you were in a standard SUV, as cabin quality is leagues ahead of rivals here. It's also on par with the bigger Ford for passenger space, although the load bed isn't quite as large.

The first thing you notice when driving the Amarok is the refinement. The ride is smoother than both the Ranger and Hilux's, and there's less road noise, too. Plus, the 161bhp BITDI diesel engine is quieter than its competitors' here, yet provides punchy performance.

It's also capable off-road, despite doing without the low-range gearbox on the Hilux. VW's reputation for reliability can't match Toyota's, but there haven't been any problems to report on the Amarok so far. We found a 61-plate Highline with 45,000 miles for £17,450.



■ THE RUGGED CHOICE

Toyota Hilux

FOR: Unbeatable off-road, reliable and solid

AGAINST: Unrefined, old-fashioned interior

THE Hilux has a great reputation for being dependable and mechanically tough, even in the most hostile parts of the world. So, it's our choice if you want it to last forever, although it's a bit of an old-school pick-up that doesn't do luxury. It looks OK on the outside, but the interior seems to come from a different decade to rivals here, with cheap-looking materials, an upright driving position and haphazard layout. At least there's plenty of cabin space, while it feels strongly built.

It's a bit better to drive than you'd expect. The soft suspension makes for a slightly better ride than the Ford's, plus the 3.0-litre diesel engine is the quickest here and is reasonably refined. But steering is vague with plenty of body roll, and the brakes aren't great.

Still, the Hilux is unstoppable off-road, with serious four-wheel-drive hardware. It should also be the most reliable choice here. Our classifieds search revealed a 35,000-mile 2012 Invincible 3.0-litre for £15,495.



■ THE STYLISH CHOICE

Ford Ranger

FOR: Generously equipped, biggest load space

AGAINST: Bumpy ride, noisy diesel engine

FORD'S Ranger has always been a boxy, dependable workhorse, but the brand decided to give its latest model a sportier, more dynamic look. It's the most attractive car here, but that can't disguise the fact that it's very long and tall, making it difficult to park.

Inside, the modern design is streets ahead of the Hilux, and it comes loaded with car-like equipment. But it's not as smartly finished as the Amarok. There's plenty of room, however, and the load bed is huge.

As you'd expect from the looks, the Ranger handles well and resists body roll, but the ride is uncomfortable and bounces over bigger potholes. The 2.2-litre diesel engine makes a racket and isn't fast, although there's a quicker 3.2-litre engine available. Like the others, the Ford has plenty of tools to make it a serious 4x4.

It's been mechanically reliable, yet some owners complain about flimsy interior trim. We spotted a 36,000-mile 2012 2.2 in Limited spec for £16,750.

Warning over buying blind

MOST second-hand buyers don't do any research into a car's history. As many as 70 per cent of used owners chose not to carry out any checks at all, a new study claims, while over a third said they asked friends or relatives to inspect their car.

Just 30 per cent of those surveyed by the RAC paid for a report into a vehicle's history, which shows if it's been stolen, written-off or has outstanding finance.

Even so, taking home a dodgy car is one of the biggest worries among used buyers, while 45 per cent believed that they had been deceived by the seller, according to the research.

Robert Diamond, RAC car check MD, said: "Consumers have never had so much info when buying a used car."



"70 per cent of used owners chose not to carry out any checks at all"

Fiat Punto

DEAL OF THE WEEK Save £2,235 on Punto Pop+

FIAT'S Punto might be getting a bit long in the tooth, but the brand has made it a more appealing prospect with a massive £2,235 discount on the 68bhp 1.2-litre Pop+ model.

It means the supermini is available on a four-year PCP deal with a deposit of £999, 48 monthly instalments of £139 and an optional final payment of £2,363. Total amount payable is £9,895.

Pop+ trim features Bluetooth, air-con and 15-inch alloys as standard. Visit www.fiat.co.uk for further info, or log on to www.carbuyer.co.uk for more great deals.



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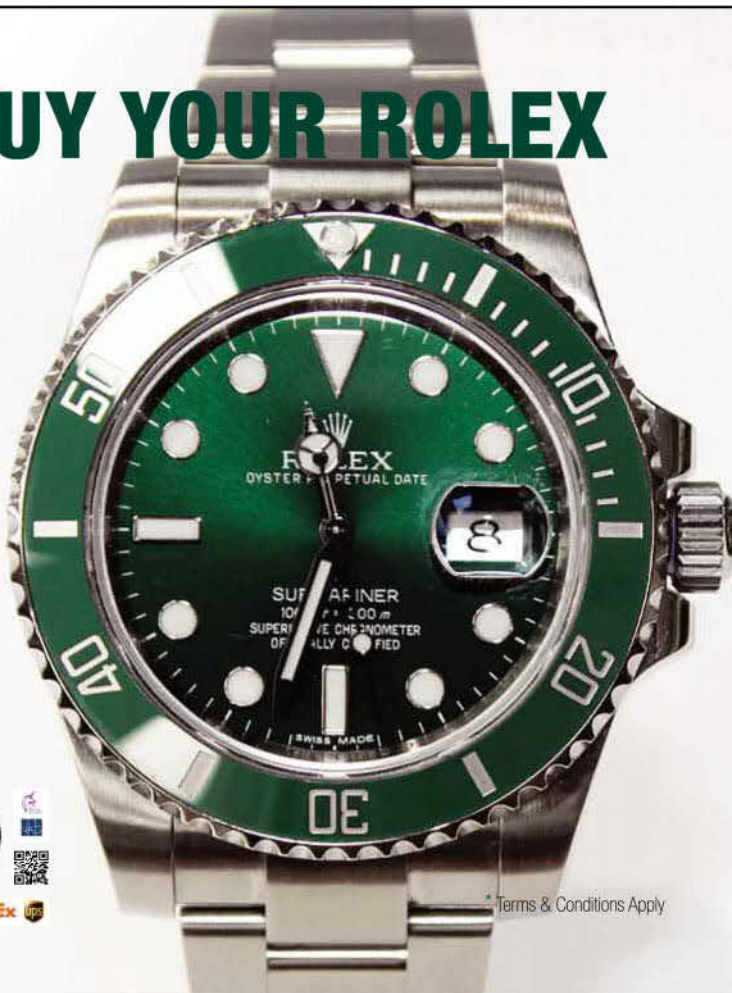
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£69 fill-up



1.6 dCi Dynamique TomTom

Years: 2011 to date **Engine:** 1.6-litre 4cyl, 128bhp

Insurance group: 21 **Econ/CO₂:** 64mpg/114g/km

Why? Practical Grand Scenic upholds Renault's reputation for making good-value MPVs.

Prices from: **£7,895**

RENAULT has a legendary reputation in the people carrier market – it created the first MPV with the Espace, then one of the first mini-MPVs with the Scenic in the nineties.

The latest Grand Scenic may lose out in terms of styling to the sportier Vauxhall, but it's got plenty more going for it. Thanks to that large glass area, the interior is light and airy, and the 2011 facelift brought a more user-friendly dash layout. Some of the plastics are a little flimsier than the Zafira's, but it offers better passenger space in all three rows of seats, plus a useful boot.

The Scenic is also a better cruiser, mixing a supple ride with a flexible, frugal diesel. It's also faster than the Vauxhall, albeit with a fair bit of body roll, and more dependable than Renaults of old – although the car still only came 53rd in our Driver Power satisfaction survey last year, ranking 67th for reliability.



Dash layout is easy to get on with, even if finish is flimsy; rear is spacious and flexible

1 Renault Grand Scenic ★★★★★

RENAULT'S reputation as the master of the MPV continues here. It's not as much fun to drive as the Vauxhall, but the excellent engine, comfortable ride and impressive space on offer make the Scenic a near-perfect family car.



Vauxhall feels sportier, but at expense of ride



Vauxhall Zafira Tourer

62.8mpg (official)

£67 fill-up

2.0 CDTi Exclusiv

Years: 2012 to date **Engine:** 2.0-litre 4cyl, 128bhp

Insurance group: 15 **Econ/CO₂:** 63mpg/119g/km

Why? Tourer banishes the Zafira's staid image with sporty styling and a decent-quality cabin.

Prices from: **£10,985**



Zafira Tourer trails its rival here on standard equipment, but its rear seats slide and fold easily

2 Vauxhall Zafira Tourer ★★★★★

STRIKING design, premium interior and clever seats aren't quite enough to help the Vauxhall come out on top here. It's better to drive than the Renault, but this is spoiled by the stiff ride. Plus, it's more expensive.

YOU could never have described the Zafira as stylish, but when Vauxhall introduced the Tourer, it gave it a sleek new look.

It's certainly more attractive, and the interior has a premium feel largely missing from the Renault, although it's a pity kit is meagre compared to its rival. The Zafira is 85mm longer than the Scenic for more load space, and the clever rear seats slide about and quickly fold flat into the floor. Headroom is limited in the third row, however.

The Tourer has been set up for a sportier driving experience than the standard Zafira, with more precise steering and less roll. But the trade-off is a stiff ride, while the diesel engine is noisy and not as punchy.

In Driver Power 2013, the Zafira Tourer debuted in an impressive 12th position. However, it came 47th for reliability in its first year and a lowly 82nd for build quality.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E290/E205)
BAND I: 176-185g/km CO₂ (E345/E225)
BAND J: 186-200g/km CO₂ (E485/E265)
BAND K: 201-225g/km CO₂ (E635/E285)
BAND L: 226-255g/km CO₂ (E660/E485)
BAND M: Over 255g/km CO₂ (E1090/E500)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/60000 miles

500 - 365x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 T-Jet 500	G	43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	28	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MiTo - 406x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875cc TwinAir Progression	A	67.3	11.4	99	13	£13770
875cc TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875cc TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB M'Air (170) Q'foglio Verde	D	52.3	7.3	124	26	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

Giulietta - 435x1798mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 76

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	F	48.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 398x2090mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.4	4.5	157	N/A	£45000
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ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 462x1811mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 462x1811mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 491x1860mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 490x491x1860mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 509x2190mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 465x1901mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 489x1894mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 341x1798mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0 V-TEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 V-TEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 V-TEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£64800

Nomad - 321x1850mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.4 V-TEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150289
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Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87334
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92334
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97334
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139145

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135527
DB9 Volante: add £10000						

Vanquish - 4721x1905mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194140
Vanquish Volante: add £12000						

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 395x1740mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 63

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	N/A	£15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	N/A	£16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	N/A	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A	£18685
1.4 TFSI (125) S line 3dr	C	58.9	7.8	112	N/A	£19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	N/A	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 423x1777mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 16

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23905
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	16	£20825
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24845
2.0 TFSI (200) quattro S3 3dr	G	40.4	5.2	162	36	£30940
2.5 TFSI (367) quattro RS3 Sp'back J	K	34.8	4.3	189	N/A	£39950
1.4 TFSI (204) etron Sportback Sdr A	A	176.6	7.6	37	29	£29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701-4716x1826mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 80

1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26	£31180
2.0 TDIe (136) SE	C	54.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22	£29620
2.0 TFSI (225) quat s tron SE Tech	G	40.4	6.9	155	31	£32945
3.0 TDI quattro S tronic S line	F	49.8	6.1	149	33	£38215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	36	£39610
4.4 V8 FSI quat S tron RS4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDIe, A4 Avant: add £1200-£1315, S line: add £2255 to SE, Black Edition Plus: add £1250 to S line, S4 Black: add £1075 to S4

A5 Sportback - 4712-4718x1854mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
2.0 TFSI quattro SE Sdr	G	41.5	7.1	159	29	£32560
2.0 TDI ultra (136) Sdr	B	67.3	9.5	129	23	£38425
2.0 TDI (177) Sdr	C	60.1	8.5	120	28	£30500
2.0 TDI (150) multicronic Sdr	D	58.9	9.4	127	28	£31000
2.0 TDI ultra (136) SE Sdr	B	67.3	9.5	129	23	£38015
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	£30820
2.0 TDI (150) multicronic SE Sdr	D	58.9	9.4	127	28	£31470
2.0 TDI (204) multicronic S line Sdr	D	57.6	7.1	129	30	£37100
2.0 TDI (245) quattr S line Sdr	G	48.7	6.2	136	27	£400395
2.0 TDI (245) quattr S line Sdr	G	48.7	6.2	136	27	£400395
Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI quattro, add £1645 to 2.0 TDI (177) TFSI, S line and Black, SE Technik: add £1350 to SE, S line; add £2300 to SE, Black; add £1250 to S line						

Vorsprung durch Technik **Audi**



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Official fuel consumption figures for the Audi Q5 S line Plus 2.0 TDI quattro 177PS S tronic in mpg (l/100km): Urban 41.5 (6.8), Extra Urban 50.4 (5.6), Combined 47.1 (6.0). CO₂ emissions: 159g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. ^Plus VAT and initial rental. Business users only. Based on Audi Q5 S line Plus 2.0 TDI quattro 177PS S tronic. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £2,694.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [March 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

5.2 V10 FSI LMX quattro **M** 21.9 3.4 299 50 £160000
R8 Spyder: add £8650 to V8 and V10, auto: add £2900

BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur **L** 25.9 4.9 254 50 £136915
6.0 W12 auto Flying Spur **M** 19.0 4.3 343 50 £147145

Mulsanne - 5575x1926mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne **M** 16.8 5.1 393 50 £230505
6.75 V8 auto Mulsanne Speed **M** 19.3 4.8 342 50 £253345

Continental - 4804x5290x1916-1945mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT **M** 19.5 4.3 338 50 £140845
6.0 W12 auto GT Speed **M** 19.5 4.0 338 50 £157845
4.0 V8 auto GT **L** 26.7 4.6 246 50 £130915
4.0 V8 auto GT S **L** 26.7 4.3 246 50 £139915
4.0 V8 auto GT3-R **M** 22.3 3.6 295 50 £238645
Continental GT3: add £13000 to V8, £20,225 to V8S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

eDrive auto i3 **A** N/A 7.2 0 21 £30680
eDrive auto i3 Range Extender **A** 470.8 7.9 13 21 £33830

1 Series - 4324x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 8

1.6 114i ES 3dr **E** 49.6 11.2 132 12 £17775
1.6 114d ES 3dr **C** 65.7 12.2 112 15 £19410
1.6 114i SE 3dr **E** 49.6 11.2 132 12 £18345
1.6 116i SE 3dr **E** 49.6 8.5 132 17 £19895
1.6 118i SE 3dr **E** 47.9 7.4 137 22 £21940
1.6 114d SE 3dr **C** 65.7 12.2 112 15 £19980
1.6 116d EfficientDynamics 3dr **A** 74.3 10.5 99 15 £20830
2.0 116d SE 3dr **C** 62.8 10.3 119 15 £20830
2.0 118d SE 3dr **C** 62.8 8.9 118 19 £21975
2.0 120d SE 3dr **C** 62.8 7.2 119 24 £23425
1.6 114i Sport 3dr **E** 49.6 11.2 132 13 £19470
1.6 116i Sport 3dr **E** 49.6 8.5 132 18 £21020
1.6 118i Sport 3dr **E** 47.9 7.4 137 22 £22940
1.6 114d Sport 3dr **C** 65.7 12.2 112 15 £20980
2.0 116d Sport 3dr **C** 62.8 10.3 117 16 £21830
2.0 118d Sport 3dr **C** 62.8 8.9 118 20 £22975
2.0 120d Sport 3dr **C** 62.8 7.2 119 24 £24425
1.6 116i M Sport 3dr **E** 49.6 8.5 132 18 £22465
1.6 118i M Sport 3dr **E** 47.9 7.4 137 22 £24385
2.0 125i M Sport 3dr **G** 42.8 6.5 154 30 £26025
3.0 M135i 3dr **J** 35.3 5.1 188 39 £30845
2.0 116d M Sport 3dr **C** 62.8 10.7 117 16 £23275
2.0 118d M Sport 3dr **C** 62.8 8.9 118 20 £24420
2.0 120d M Sport 3dr **C** 62.8 7.2 119 24 £25870
2.0 125d M Sport 3dr **D** 57.6 6.5 129 31 £27765
Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, 3dr: add £530, Urban: same price as Sport

3 Series - 4624x1811mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 12

2.0 316d ES **C** 62.8 10.9 119 20 £26275
2.0 316d SE **C** 62.8 10.9 119 20 £27125
2.0 318d SE **C** 62.8 9.1 119 25 £28375
2.0 318d Luxury **C** 62.8 9.1 119 25 £30875
2.0 320d EfficientDynamics **B** 58.9 8.0 109 32 £29475
2.0 320d SE **C** 61.4 7.5 120 32 £29475
2.0 320d Luxury **C** 61.4 7.5 120 32 £31975
2.0 325d SE **D** 57.6 6.8 129 35 £31275
2.0 325d Luxury **D** 57.6 6.8 129 41 £33775
3.0 auto 330d SE **D** 57.6 5.6 129 35 £34675
3.0 auto 330d Luxury **D** 57.6 5.6 129 38 £37175
3.0 auto 335d xDrive Luxury **F** 52.3 4.8 143 43 £41720
1.6 316i ES **E** 47.9 8.9 137 23 £24255
1.6 316i SE **E** 47.9 8.9 137 23 £25105
2.0 320i EfficientDynamics **D** 53.3 7.6 124 28 £26425
2.0 320i SE **F** 44.8 7.3 147 31 £27270
2.0 320i Luxury **F** 44.8 7.3 147 31 £29770
2.0 328i SE **F** 44.1 5.9 149 36 £30470
2.0 328i Luxury **F** 44.1 5.9 149 36 £32970
3.0 335i Luxury **J** 35.8 5.5 186 38 £38460
3.0 auto ActiveHybrid 3 SE **J** 47.9 5.3 139 38 £42145
3.0 auto ActiveHybrid 3 Luxury **J** 47.9 5.3 139 39 £44645
3.0 TTT M3 **K** 32.1 4.3 204 45 £56590
Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury

5 Series - 4907-4998x1860-1901mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 4

2.0 520i SE **F** 44.1 7.9 149 36 £33130
2.0 520i M Sport **F** 44.1 7.9 149 37 £35985
2.0 528i SE **G** 42.8 6.2 154 40 £36695
2.0 528i M Sport **G** 42.8 6.2 154 41 £39530
3.0 auto 535i Luxury **H** 39.2 5.7 169 42 £44685
3.0 auto 535i M Sport **H** 39.2 5.7 169 42 £44740
4.4 V8 auto 550i Luxury **J** 32.8 4.6 199 46 £57610
4.4 V8 auto 550i M Sport **J** 32.8 4.6 199 46 £57910
2.0 518d SE **C** 62.8 9.7 119 30 £30865
2.0 518d M Sport **C** 62.8 9.7 119 31 £33665
2.0 520d SE **C** 62.8 8.1 119 33 £32365
2.0 520d M Sport **C** 62.8 8.1 119 34 £35165
2.0 525d SE **D** 57.6 7.0 129 33 £36980
2.0 525d M Sport **D** 57.6 7.0 129 40 £39910
3.0 auto 530d SE **E** 55.4 5.8 134 43 £41455
3.0 auto 530d Luxury **E** 55.4 5.8 134 43 £44255
3.0 auto 530d M Sport **E** 55.4 5.8 134 43 £44270
3.0 auto 535d M Sport **E** 53.3 5.3 138 45 £48920
3.0 auto ActiveHybrid 5 SE **F** 44.1 5.9 149 44 £47790
3.0 auto ActiveHybrid 5 Luxury **F** 44.1 5.9 149 44 £48825
3.0 auto ActiveHybrid 5 M Sport **F** 44.1 5.9 149 44 £50625
4.4 V8 TTT DCT M5 **L** 28.5 4.3 232 48 £74835
4.4 V8 TTT DCT M5 30 Jahre Edition **L** 28.5 3.9 232 49 £91890
Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

6 Series Gran Coupe - 5007x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto 640i SE **I** 36.7 5.4 181 47 £62375
3.0 auto 640d SE **F** 51.4 5.4 148 48 £64875
3.0 auto 650i M Sport **K** 32.8 4.6 206 50 £76150
4.4 V8 TTT DCT M6 **L** 28.5 4.2 232 50 £98145
M Sport: add £4665 to SE

7 Series - 5072-5212x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto 740i SE **I** 35.8 5.7 184 48 £61675
3.0 auto ActiveHybrid 7 SE **G** 41.5 5.7 158 47 £66200
3.0 auto 730d SE **F** 50.4 6.1 148 48 £58275
3.0 auto 740d SE **F** 49.6 5.5 149 49 £65465
4.4 auto 750i SE **J** 32.8 4.8 199 49 £71515
6.0 V12 auto 760Li SE **M** 21.1 4.6 314 50 £102015
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

2 Series Active Tourer - 4342x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T 218i SE **C** 57.6 9.2 115 13 £22475
2.0T 220i Sport **E** 47.9 7.5 137 20 £25775
2.0T 225i xDrive auto Luxury **F** 44.1 6.3 148 23 £31175
1.5 216d SE **A** 74.3 10.6 99 11 £23410
2.0 218d SE **B** 68.9 8.9 109 15 £24555
1.5 220d Sport **C** 64.2 7.6 115 21 £27255
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 100

2.0 xDrive20i SE **I** 37.7 7.8 176 28 £27280
2.0 sDrive16d SE **D** 57.6 11.5 128 18 £24230
2.0 sDrive18d SE **D** 57.6 9.6 128 22 £25330
2.0 sDrive20d EfficientDynamics **C** 62.8 8.3 119 24 £26760
2.0 sDrive20d SE **D** 57.6 7.8 129 24 £26760
2.0 xDrive18d SE **F** 51.4 9.9 144 22 £26830
2.0 xDrive20d SE **F** 51.4 8.1 145 24 £28260
2.0 xDrive25d xLine **G** 47.9 6.8 155 26 £32540
2.0 xDrive25d M Sport **G** 47.9 6.8 155 27 £33540
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 12

2.0 sDrive18d SE **D** 60.1 9.5 124 26 £31295
2.0 xDrive20d SE **E** 54.3 8.1 136 30 £33295
3.0 auto xDrive30d SE **G** 49.6 5.9 159 39 £40060
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £46690
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 xDrive20d SE **E** 54.3 8.1 136 31 £36880
3.0 auto xDrive30d xLine **G** 49.6 5.9 159 31 £45160
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £50290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1928mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE **L** 27.2 5.0 242 49 £60390
2.0 auto sDrive25d SE **F** 50.4 8.2 149 42 £42945
2.0 auto xDrive25d SE **G** 48.7 8.2 154 42 £45520
3.0 auto xDrive30d SE **G** 45.6 6.9 162 44 £48250
3.0 auto xDrive40d SE **G** 45.6 5.9 164 47 £50910
3.0 auto M50d xDrive **I** 42.2 5.3 177 49 £64020
4.4 V8 TTT auto X5 M **M** 25.4 4.2 258 50 £90170
M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto M50d xDrive **H** 42.8 5.2 174 50 £66920
3.0 auto xDrive30d SE **G** 47.1 6.7 157 45 £51150
3.0 auto xDrive40d SE **G** 45.6 5.8 165 46 £53810
4.4 auto xDrive50i SE **K** 29.1 4.8 225 49 £63065
4.4 V8 TTT auto X6 M **M** 25.4 4.2 258 50 £93070
M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series - 4432x1774mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 220i Sport **F** 46.3 7.0 142 25 £26195
2.0 228i M Sport **F** 44.8 7.0 148 26 £27545
2.0 228i M Sport **G** 42.8 5.8 154 30 £28410
3.0 M235i **J** 34.9 5.0 189 39 £34535
2.0 218d SE **C** 65.7 8.9 114 20 £24415
2.0 218d M Sport **C** 62.8 8.9 119 21 £26765
2.0 220d Sport **C** 62.8 7.2 119 24 £27015
2.0 220d M Sport **D** 58.9 7.2 125 25 £28365
2.0 auto 225d M Sport **D** 60.1 6.3 124 33 £33870
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)

4 Series - 4638x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 420i SE **F** 46.3 7.3 144 30 £30125
2.0 420i Luxury **F** 46.3 7.3 144 30 £32625
2.0 428i SE **G** 42.8 5.9 154 33 £33520
2.0 428i Luxury **G** 42.8 5.9 154 34 £36020
3.0 435i Luxury **I** 35.8 5.4 185 36 £41725
3.0 435i M Sport **I** 35.8 5.4 185 36 £42365
2.0 420d SE **D** 60.1 7.5 124 29 £32495
2.0 420d Luxury **D** 60.1 7.5 124 30 £34995
2.0 425d SE **E** 56.5 6.7 131 34 £35430
2.0 425d Luxury **E** 56.5 6.7 131 34 £37930
3.0 auto 430d Luxury **D** 57.6 5.5 129 40 £40315
3.0 auto 430d M Sport **D** 57.6 5.5 129 40 £40945
3.0 auto 435d xDrive M Sport **F** 52.3 4.7 143 41 £45245
3.0 auto 435d xDrive M Sport **F** 52.3 4.7 143 41 £45745
3.0 TTT M4 **K** 32.1 4.3 204 42 £50750
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Z4 - 4239-4244x1790mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.0sDrive18i	G	41.5	7.9	159	38	£27740
2.0sDrive20i	G	41.5	6.9	159	38	£29840
2.0sDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 DCT sDrive35is	K	31.4	4.8	210	43	£45950
Auto: add £1890, M Sport: add £3885 to 18i, £1365 to 20i models						
6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640d SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8T DCT M6	K	28.5	4.2	232	50	£94625
6 Series Convertible: add £6130, M Sport: add £4500-£4665						

18 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
1.5 TTeDrive auto i8	A	113.0	4.4	59	50	£99895

CATERHAM uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2 Warranty: 1 year						
Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£28495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Supertlight R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C GSR	N/A	2.8	N/A	N/A	N/A	£49995

CATERHAM uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2 Warranty: 1 year						
Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£28495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Supertlight R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C GSR	N/A	2.8	N/A	N/A	N/A	£49995

CHEVROLET www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A Warranty: 5 years/100,000 miles						
Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
Auto: add £1500, Convertible: add £5000						

Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70700

CHRYSLER www.chrysler.co.uk / Brochure: 08000 1692 1692 / Dealers: 74 Warranty: 3 years/60,000 miles						
Ypsilon - 3842x1676mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
0.9 TwinAir SE	A	67.0	11.9	99	7	£13250
0.9 TwinAir Gold	A	67.0	11.9	99	10	£12395
1.2 SE	C	58.0	14.5	115	3	£10750
1.2 Silver	C	58.0	14.5	115	4	£10250
1.2 Gold	C	54.3	14.5	120	6	£11995
1.3 Multijet SE	A	74.0	11.4	99	11	£14250
1.3 Multijet Gold	A	74.0	11.4	99	11	£13395
Auto: add £1200 to TwinAir models, S-Series: add £745 to SE, Platinum: add £1500 to Gold						

300C - 5044x1905mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	£30020

Grand Voyager - 5143x1954mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
2.8 CRD auto SE	K	35.8	12.8	222	32	£28310
2.8 CRD auto SR	K	35.8	12.8	222	32	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	34	£36310

CITROEN www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196 Warranty: 3 years/60,000 miles						
C-Zero - 3475x1475mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
64hp auto C-Zero	A	N/A	15.9	0	28	£21216

C1 - 3466x1884mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£5995
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	98	7	£10835
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETC Flair 3dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr; Ainscape: add £160 to select models						

C3 - 3941x1728mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.2 PureTech (82) VT+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETC auto VT+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VT+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) VT+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VT+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	95	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	139	19	£16250
1.2 PureTech (110) S&S Exclusive	A	60.1	10.5	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790

1.6 e-HDi (90) Exclusive A 76.3 12.5 98 18 £16240 ETG6 auto: add £620 to e-HDi (90) Exclusive						
D5 3 - 3948-3962x1715-1717mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 37						
1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5style	B	60.1	N/A	107	19	£15630
1.2 VTI (120) auto D5style	F	43.5	10.9	150	16	£16830
1.6 e-HDi (90) D5style	A	76.3	12.5	95	16	£16830
1.6 THP (165) D5style Techno	D	50.4	N/A	129	26	£17500
1.6 THP (165) D5sport	D	50.4	N/A	129	26	£19000
1.6 BlueHDi (120) D5sport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	N/A	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), D5ine: £900 less than D5sport						

C4 - 4329x1789mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	N/A	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETC Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETC6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

D5 4 - 4275x1810mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) D5style	C	64.0	12.4	113	18	£19175
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£17855
1.6 THP (200) D5port	F	44.0	9.5	149	31	£23405
1.6 THP (160) ETC6 D5style	I	44.0	9.9	178	21	£21765
1.6 VTI (120) D5style	F	46.0	12.2	144	15	£19905
2.0 HDi (160) D5port	E	55.0	9.3	134	23	£23700
2.0 HDi (160) D5style	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						

C5 - 4779x1860mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 39						
1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	56.5	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, C5 Tourer: add £1100, VTR+: add £1200 to VTR						

D5 5 - 4530x1871mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETC6 D5style	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5style	B	64.2	12.2	102	22	£25890
2.0 HDi (160) D5style	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) D5port	B	68.9	8.3	107	27	£31600
1.6 THP (200) D5port	G	42.2	8.5	155	27	£28920
2.0 HDi (160) D5port	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto D5port	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) D5port	B	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), BlueHDi (180): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)						

Berlingo Multispace - 4380x1810mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETC6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETC6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905



BMW Economics

bmw.co.uk



The Ultimate Driving Machine

EXCEPTIONAL EVERY DAY. ENTICING EVERY MONTH. BMW 218i SPORT ACTIVE TOURER. MONTHLY RENTALS FROM £299 (PLUS INITIAL RENTAL*).

Even everyday trips are exceptional in a BMW 218i Sport Active Tourer. With high gloss black interior, 17" alloy wheels and DAB digital radio as standard, it's easy to see why. Plus, with an excellent offer from BMW Economics, you'll find the monthly payments pretty enticing too.

Official fuel economy figures for the BMW 218i Sport Active Tourer: Urban 58.9 mpg (4.8 l/100 km). Extra Urban 76.3 mpg (3.7 l/100 km). Combined 68.9 mpg (4.1 l/100 km). CO₂ emissions 109 g/km. Figures may vary depending on driving style and conditions.*Initial rental £3,822. Price shown is for a 48 month Personal Contract Hire agreement for a BMW 218i Sport Active Tourer with optional metallic paint, with a contract mileage of 40,000 miles and excess mileage charge of 5.72p per mile. Applies to new vehicles ordered at participating retailers between 1 January and 31 March 2015 and registered by 30 June 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.

Eco band	MPG	CO ₂	Insurance group	List price
2.0T E'Boost (240) auto Titanium	H 38.7	7.9	169	29 £25745
2.0 TiVCT (187) Hybrid	A 67.3	9.2	99	21 £24995
Auto: add £1500 to 1.5T EcoBoost, 2.0 TDCi (not Style), Mondeo Estate: add £1250				

Tourneo Connect - 4418-4818x1966mm EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.0T (100) EcoBoost Style	D 50.4	14.0	129	7 £14445
1.6 TDCi (95) Style	D 56.5	14.7	130	8 £14945
1.0T (100) EcoBoost Zetec	D 50.4	14.0	129	9 £16095
1.6 TDCi (95) Zetec	D 56.5	14.7	130	12 £16595
1.6 TDCi (115) Zetec	D 58.9	12.1	130	10 £17195
1.6 TDCi (95) Titanium	D 56.5	14.7	130	8 £17595
1.6 TDCi (115) Titanium	D 58.9	13.9	130	11 £18195
1.6 (150) auto Titanium	D 55.3	10.9	184	11 £19115
Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourneo Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourneo Connect				

B-MAX - 4077x1751mm EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 (90) Studio	E 47.1	13.8	139	7 £13095
1.4 (90) Zetec	E 47.1	13.8	139	8 £14895
1.0T (100) EcoBoost Zetec	C 45.4	13.2	119	9 £15495
1.0T (125) EcoBoost Zetec	C 57.7	11.2	114	12 £16095
1.6 (105) Powershift Zetec	F 44.1	12.1	149	10 £16595
1.5 TDCi (75) Zetec	B 68.9	16.5	109	8 £16295
1.6 TDCi (95) Zetec	B 70.6	13.9	104	11 £16795
Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)				

C-MAX - 4380x1828mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F 44.1	12.6	149	11 £17655
1.0T EcoBoost (100) Zetec	C 55.4	12.6	117	10 £18150
1.0T EcoBoost (125) Zetec	C 55.4	11.4	117	13 £18650
1.6 TDCi (115) Zetec	C 62.8	11.3	117	16 £19150
1.0T EcoBoost (100) Titanium	C 55.4	12.6	117	10 £19650
1.0T EcoBoost (125) Titanium	C 55.4	11.4	117	13 £20150
1.6T EcoBoost (150) Titanium	F 45.6	9.4	144	19 £20855
1.6 TDCi (115) Titanium	C 62.8	11.3	117	16 £20650
2.0 TDCi (140) Titanium	D 57.7	9.6	125	20 £21725
1.6T EcoBoost (182) Titanium X	F 45.6	8.5	144	19 £23605
2.0 TDCi (163) Titanium X	D 57.7	8.6	129	20 £24225
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium				

Grand C-MAX - 4520x1828mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F 44.1	12.6	149	11 £19245
1.0T EcoBoost (100) Zetec	C 55.4	12.6	117	10 £19745
1.0T EcoBoost (125) Zetec	C 55.4	11.4	117	13 £20245
1.6 TDCi (115) Zetec	C 62.8	11.3	117	16 £20745
1.0T EcoBoost (100) Titanium	C 55.4	12.6	117	10 £21045
1.0T EcoBoost (125) Titanium	C 55.4	11.4	117	13 £21545
1.6T EcoBoost (150) Titanium	F 45.6	9.4	144	19 £22250
1.6 TDCi (115) Titanium	C 62.8	11.3	117	16 £22045
2.0 TDCi (140) Titanium	D 57.7	9.6	125	20 £23120
1.6T EcoBoost (182) Titanium X	F 45.6	8.5	144	19 £24995
2.0 TDCi (163) Titanium X	D 57.7	8.6	129	20 £25620
2.0 TDCi (140) Zetec	E 55.4	10.1	134	20 £21950
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium				

S-MAX - 4768x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 80

1.6 TDCi (115) Titanium S/S	E 54.0	13.0	139	17 £25860
1.6 TDCi (115) Zetec S/S	E 54.0	13.0	139	16 £24110
1.6T (160) EcoBoost Titanium S/S	G 42.0	9.8	159	19 £25060
1.6T (160) EcoBoost Zetec S/S	G 42.0	9.8	159	18 £23310
2.0 TDCi (140) Titanium	F 50.0	10.2	149	18 £26045
2.0 TDCi (163) Titanium	F 50.0	9.5	149	20 £26645
2.0 TDCi (140) Zetec	F 50.0	10.2	149	18 £24295
2.0 (203) Powershift Titanium	J 35.0	8.5	189	23 £26735
2.0 (240) Powershift Titanium X Sport	J 34.0	7.9	194	27 £31485
2.2 TDCi (200) Titanium	H 43.0	8.6	174	26 £27870
Auto: add £1530 to 2.0 TDCi, Titanium X Sport: add £3750 to 2.0 TDCi (163) and 2.2 TDCi Titanium				

Galaxy - 4820x1894mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 46

1.6 TDCi (115) Titanium S/S	E 54.0	13.4	139	17 £28360
1.6 TDCi (115) Zetec S/S	E 54.0	13.4	139	16 £26460
1.6T (160) EcoBoost Titanium S/S	H 39.0	9.9	167	18 £27570
1.6T (160) EcoBoost Zetec S/S	H 39.0	9.9	167	18 £25670
2.0 (203) E'Boost Powershift Titanium	J 35.0	8.8	189	24 £29235
2.0 TDCi (140) Titanium	F 50.0	10.6	149	20 £28545
2.0 TDCi (163) Titanium	F 50.0	9.8	149	22 £29145
2.0 TDCi (140) Zetec	F 50.0	10.6	149	20 £28645
2.2 TDCi (200) Titanium	I 42.0	8.8	179	26 £30375
Auto: add £1480 to 2.0 TDCi, Titanium X: add £2500 to Titanium				

EcoSport - 4010x1765mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.5 (112) Titanium	F 44.8	13.3	149	10 £14995
1.0T EcoBoost (125) Titanium	D 53.3	12.7	125	11 £15995
1.5 TDCi (91) Titanium	C 61.4	14.0	120	9 £16495
Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium				

Ranger - 5359x1850mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J 37.2	14.9	199	13 £22999
2.2 TDCi (150) Double Cab XL	K 36.2	12.3	206	11 £23649
2.2 TDCi (150) Double Cab XLT	K 36.2	12.3	206	11 £25449
2.2 TDCi (150) Double Cab Limited	K 36.2	12.3	206	12 £27749
3.2 TDCi (200) Double Cab Limited	M 29.1	10.3	256	12 £28649
3.2 TDCi (200) Double Cab Wildtrak	M 29.1	10.3	256	12 £30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited				

Kuga - 4524x1838mm, EURO-NCAP/N/A

DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec FWD	G 42.8	9.7	154	20 £20995
1.5T (182) EcoBoost auto Zetec AWD	I 36.7	9.7	179	21 £25145
2.0 TDCi (150) Zetec FWD	E 53.3	10.6	139	20 £22695
2.0 TDCi (150) Zetec AWD	E 47.9	10.7	154	21 £24195
2.0 TDCi (180) Titanium AWD	G 47.9	10.7	154	21 £26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium				

Eco band	MPG	CO ₂	Insurance group	List price
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Mustang - 4784x1916mm, EURO-NCAP/N/A

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I 35.3	N/A	179	21 £28995
5.0 V8 GT Fastback	M 20.9	4.4	299	21 £32995
Auto: add £1500, Convertible: add £4000				

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54
Warranty: 6 years/125000 miles

Steed - 5040x1800mm, EURO-NCAP/N/A

DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L 32.8	17.0	222	7 £17998
2.0 (139) SE Double Cab	L 32.8	17.0	222	8 £20398
2.0 (139) Tracker Double Cab	L 32.8	17.0	222	8 £19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/60000 miles

Jazz - 3900x1695mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 47

1.2 i-VTEC S	D 53.0	12.5	123	13 £11695
1.2 i-VTEC SE	D 52.0	12.5	125	14 £13395
1.3 iMA Hybrid auto HE	B 63.0	12.1	104	13 £17150
1.3 iMA Hybrid auto HS	B 63.0	12.1	104	13 £17650
1.3 iMA Hybrid auto HX	B 63.0	12.3	104	13 £19250
1.4 i-VTEC ES Plus	D 51.0	11.5	126	16 £14895
1.4 i-VTEC EX	D 50.0	11.8	129	16 £15995
1.4 i-VTEC SI	D 51.0	11.5	128	16 £14995
Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA				

Civic - 4300x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 i-VTEC S	D 52.3	13.4	129	8 £15975
1.8 i-VTEC S	E 48.7	9.1	137	16 £17635
1.8 i-VTEC SE Plus	F 46.3	9.1	145	16 £19565
1.8 i-VTEC SR	F 46.3	9.1	145	17 £22135
1.8 i-VTEC Sport	F 46.3	9.1	145	17 £19615
1.6 i-VTEC S	A 78.5	10.5	94	18 £18775
1.6 i-VTEC SE Plus	A 78.5	10.5	94	18 £20570
1.6 i-VTEC SR	A 78.5	10.5	98	18 £20820
1.6 i-VTEC SR	A 78.5	10.5	94	18 £23140
Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1900 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-VTEC SR, Civic Tourer: add £1000-£1550 (not 1.4)				

Accord - 4725x1840mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 31

2.0 i-VTEC ES	G 41.0	9.4	159	23 £23200
2.0 i-VTEC EX	G 40.0	9.9	162	24 £26580
2.2 i-VTEC ES	E 53.0	9.4	138	24 £25400
2.2 i-VTEC EX	F 52.0	9.5	141	25 £28795
2.2 i-VTEC Type S	F 50.0	8.8	147	28 £31435
2.4 i-VTEC EX	J 33.0	8.1	199	26 £27885
Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-VTEC (not Type S), Tourer: add £1385-£1575, ES GT: add £920 to ES spec				

CR-V - 4570x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.0 i-VTEC S 2WD	H 39.2	10.0	168	24 £22340
2.0 i-VTEC SE 4WD	H 38.2	10.2	173	24 £25610
2.0 i-VTEC SR 4WD	I 37.2	10.2	177	25 £28590
2.0 i-VTEC EX 4WD	I 37.2	10.2	177	25 £30435
1.6 i-VTEC (120) S 2WD	C 64.2	11.2	115	24 £23400
1.6 i-VTEC (120) SR 2WD	C 62.8	11.2	119	25 £28495
1.6 i-VTEC (160) SE 4WD	D 57.7	N/A	129	24 £27570
1.6 i-VTEC (160) SR 4WD	E 55.4	N/A	133	24 £30625
1.6 i-VTEC (160) EX 4WD	E 55.4	N/A	133	25 £32470
Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-VTEC (160), SE: add £2170 to 1.6 i-VTEC (120) S				

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.0 S	B 60.1	14.9	108	1 £8595
1.0 S Air	B 60.1	14.9	108	1 £9260
1.0 SE	B 60.1	14.9	108	1 £9660
1.2 SE	C 57.6	12.3	114	4 £10160
1.0 SE Blue Drive	A 65.7	15.1	98	1 £9910
1.0 Premium	B 60.1	14.9	108	1 £10360
1.2 Premium	C 57.6	12.3	114	4 £10860
Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium				

i20 (NEW) - 4

1.7 CRDi (136) BD Active	C	63.0	10.6	119	16	£19905
1.7 CRDi (115) BD Style	C	66.0	12.9	113	12	£21205
1.7 CRDi (136) BD Style	C	63.0	10.6	119	16	£22005
1.7 CRDi (115) BD Premium	C	66.0	12.9	113	12	£22405
1.7 CRDi (136) BD Premium	C	63.0	10.6	119	16	£24170

Auto: add £1765 to 1.7 CRDi (136) (not Active), H40 Tourer, add £1250 to 1.7 CRDi (115), £1350 to 1.7 CRDi (136) BlueDrive, £1400 to 1.7 CRDi

ix20 - 4100x1765mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 87

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

ix35 - 4410x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 90

1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDi 2WD S	E	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	158	18	£18600
1.7 CRDi 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDi 4WD SE	F	49.6	11.3	145	21	£23000
1.7 CRDi 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDi 4WD Premium	F	49.6	11.3	149	21	£25750

Auto: add £1465 to 2.0 CRDi, ISG: add £180 to 1.6 GDI, Premium Panorama: add £800 to Premium

Santa Fe - 4690x1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	20	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£33720

Auto: add £1705 to 4WD models, Seven seats: add £1200

Genesis - 4990x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995
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INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790x4800x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4655x4780x1770-1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Premium	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Premium	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	N/A	145	N/A	£42500
2.2d auto Q70 Premium	D	57.6	N/A	129	N/A	£32650
2.2d auto Q70 Sport	D	57.6	N/A	129	N/A	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	45	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635x4645x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 0846 626 640 / Dealers: 97
Warranty: 3 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5 Diger Double Cab	J	38.7	N/A	194	9	£23042
2.5 Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5 Digo Double Cab	J	38.7	N/A	194	9	£29938
2.5 Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	N/A	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	N/A	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	N/A	£32975
2.0d (180) SE	B	67.3	7.4	109	N/A	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	N/A	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	N/A	£33675
2.0i (200) auto SE	I	37.7	7.1	179	N/A	£26995

2.0i (200) auto R-Sport	I	37.7	7.1	179	N/A	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	N/A	£33095
2.0i (240) auto Portfolio	I	37.7	6.5	179	N/A	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	N/A	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4961x1877mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 15

2.2d (163) auto SE	F	52.0	9.8	149	33	£29945
2.2d (163) auto SE Business	F	52.0	9.8	149	33	£31495
2.2d (163) auto Luxury	F	52.0	9.8	149	33	£32945
2.2d (200) auto Luxury	F	52.0	8.5	149	40	£33945
2.2d (200) auto Sport	F	52.0	8.5	149	41	£34945
2.2d (200) auto Portfolio	F	52.0	8.5	149	41	£42195
3.0d V6 auto Luxury	H	45.0	7.1	169	43	£35860
3.0d V6 auto Portfolio	H	45.0	7.1	169	44	£45115
3.0d V6 auto S Luxury	H	45.0	6.4	169	45	£46615
3.0d V6 auto S Portfolio	H	45.0	6.4	169	46	£49515
5.0 V8 S/C auto XFR	M	24.4	4.7	270	49	£65440
5.0 V8 S/C auto XFR-S	M	24.4	4.4	270	50	£79995

Sportbrake: add £2000-£2500, R-Sport: add £50 to Luxury, Premium Luxury: add £4000 to Luxury

XJ - 5122x2247x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0d V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0d V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR)

F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

XX - 4794x1892mm, EURO-NCAP N/A

DRIVER POWER POS: 41

5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£54975
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR-S	M	23.0	4.4	292	50	£97490

XK Convertible: add £6000

JEEP

www.jeep.co.uk / Brochure: 0800 04265337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	N/A	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	N/A	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	N/A	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	N/A	£19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	N/A	£20295
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	N/A	£22795
2.0 M'jet (170) auto 4WD Low Ltd	G	48.7	8.9	151	N/A	£22995
2.0 M'jet (170) auto 4WD Trailhawk	G	48.7	8.9	151	N/A	£22995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223x4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.9	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.9	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Compass - 4448x1812mm, EURO-NCAP☆☆

DRIVER POWER POS: N/A

2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	9.8	172	28	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	10.2	147	26	£27495
2.0 M'jet (170) Ltude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	N/A	£43425

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 1

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Eco band
MPG
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CO₂
Insurance group
List price

Exige S - 405x1802mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
3.5 V6 VVT-I S/C Coupe **L** 28.0 4.0 236 46 **£54235**
Auto: add £2000, Exige S Roadster: same price as Coupe

Evora - 4342-4360x1848-1972mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
3.5 V6 VVT-I Evora **K** 30.3 4.8 217 46 **£52660**
3.5 V6 VVT-I S/C Evora S **L** 28.7 4.6 229 50 **£61885**
Evora 2+2: add £1900 to Evora, add £1675 to Evora S, auto: add £1800

McLAREN
www.mclarenautomotive.com / Dealers: 3
Warranty: 3 years
650S - 4512x2093mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
3.8 V8TT 55G 650S **M** 24.2 3.0 275 50 **£195275**
3.8 V8TT 55G 650S Spider **M** 24.2 3.0 275 50 **£215275**

P1 - 4588x1890mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
3.8 V8TT DCT Hybrid P1 **J** 34.0 2.8 194 50 **£866000**

MASERATI
www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17
Warranty: 3 years/unlimited miles
Ghibli - 4971x1948mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
3.0 V6TT auto **K** 29.4 5.6 223 N/A **£52615**
3.0 V6TT auto S **L** 27.2 5.0 242 N/A **£63760**
3.0 V6 auto Diesel **G** 47.9 6.3 158 N/A **£49160**

Quattroporte - 5262x1948mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
3.0 V6 auto Diesel **G** 45.6 6.4 163 50 **£69235**
3.0 V6TT auto S **L** 27.2 5.1 242 50 **£80115**
3.8 V8 auto GT5 **M** 23.9 4.7 274 50 **£108185**

GranTurismo - 4881-4933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
4.2 V8 auto **M** 19.8 5.2 330 50 **£82280**
4.7 V8 auto MC Stradale **M** 18.2 4.5 360 50 **£110135**
4.7 V8 Sport **M** 18.2 4.7 360 50 **£94140**

GranCabrio - 4881-4933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
4.7 V8 auto **M** 19.5 5.3 337 50 **£98340**
4.7 V8 auto MC **M** 19.5 4.9 337 50 **£111770**
4.7 V8 auto Sport **M** 19.5 5.0 337 50 **£103935**

MAZDA
www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/50000 miles

2 (NEW) - 4060x1695mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
1.5 (75) SE **B** 60.1 12.1 110 N/A **£11995**
1.5 (75) SE-L **B** 60.1 12.1 110 N/A **£12995**
1.5 (90) SE-L **B** 62.8 9.4 105 N/A **£13995**
1.5 (90) Sport **B** 62.8 9.4 105 N/A **£14995**
1.5 (115) Sport Nav **C** 56.5 8.7 117 N/A **£15995**
1.5 (105) SE-L **A** 83.1 10.1 89 N/A **£15995**
1.5 (105) Sport **A** 83.1 10.1 89 N/A **£16995**
Auto: add £1200 to 1.5 (90)

3 - 4465-4585x1795mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 24
1.5 (100) SE Sdr **C** 55.4 10.8 119 13 **£16995**
2.0 (120) SE Sdr **C** 55.4 8.9 119 17 **£17295**
2.0 (120) Sport Nav Sdr **C** 55.4 8.9 119 18 **£20195**
2.0 (165) Sport Nav Sdr **E** 48.7 8.2 135 22 **£21920**
2.2 (150) SE Sdr **D** 72.4 8.1 107 23 **£19645**
2.2 (150) Sport Nav Sdr **D** 72.4 8.1 107 24 **£22545**
Auto: add £1200 to 2.0 (120) and 2.2, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
2.0 (145) SE **D** 51.4 9.5 129 18 **£19595**
2.0 (165) Sport **E** 47.9 9.1 135 19 **£23495**
2.2 (150) SE **B** 68.9 9.0 108 21 **£22095**
2.2 (150) Sport **B** 68.9 9.0 108 21 **£25295**
2.2 (175) Sport **C** 62.8 7.8 119 23 **£26295**
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
1.60 Sport Venture **E** 54.3 13.7 138 16 **£21895**
2.0 Sport Venture **G** 40.9 11.0 159 15 **£20495**

CX-5 - 4540x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 13
2.0 (165) SE-L **E** 47.1 9.2 139 17 **£21595**
2.0 (165) Sport **E** 47.1 9.2 139 18 **£23995**
2.2 (150) SE-L **C** 61.4 9.2 119 20 **£23295**
2.2 (150) SE-L Lux **C** 61.4 9.2 119 20 **£24695**
2.2 (150) Sport **C** 61.4 9.2 119 21 **£25695**
2.2 (175) Sport 4WD **E** 54.3 8.8 136 23 **£27695**
Auto: add £1300 to SE-L, £1200 to 2.2 (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 4020x1720mm, **EURO-NCAP** N/A
DRIVER POWER POS: 96
1.8i SE Air Con **H** 40.0 9.9 167 22 **£18495**
2.0i Roadster Coupe Sport Tech **I** 36.0 7.6 181 26 **£23095**
2.0i auto Roadster Coupe Pshift **I** 35.3 8.9 188 26 **£23695**
2.0i Roadster Coupe 25th Anniv **I** 36.0 7.9 181 26 **£22995**

Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8 SE, £1000 to 1.8 SE RC, take £400 off 2.0 Sport Tech RC

MERCEDES
www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles
A-Class - 4292x1780mm **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 A 180 SE **D** 51.4 9.2 128 18 **£20715**
1.6 A 180 Sport **E** 51.4 9.2 133 18 **£21840**
1.6 A 200 Sport **E** 49.6 8.4 134 23 **£23365**
1.9 auto A 250 AMG Sport **F** 45.6 6.6 145 33 **£27440**
1.9 auto A 250 Engineered AMG **F** 44.1 6.6 148 34 **£29360**
1.5 A 180 CDI ECO SE **A** 78.5 11.3 92 15 **£21965**
1.5 A 180 CDI ECO Sport **A** 78.5 11.3 92 16 **£22785**
1.8 A 200 CDI Sport **C** 62.8 9.3 118 20 **£23860**
2.1 auto A 220 CDI AMG Sport **C** 64.2 8.2 115 20 **£27760**
2.0T auto A 45 AMG **G** 40.9 4.6 161 43 **£38195**
Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
1.6 B 180 SE **D** 50.4 9.3 129 19 **£21500**
1.6 B 200 SE **D** 50.4 8.6 130 22 **£22575**
2.1 auto B 220 CDI 4MATIC Sport **D** 56.5 8.3 130 19 **£28625**
1.5 B 180 CDI ECO SE **A** 78.5 11.6 94 15 **£22575**
1.5 B 180 CDI SE **B** 68.9 11.6 108 15 **£22575**
2.1 B 200 CDI SE **C** 65.7 9.9 111 19 **£23650**
2.1 auto B 220 CDI Sport **B** 67.3 8.3 109 20 **£27125**
Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
1.8 CLA 200 CDI Sport **C** 64.2 9.4 117 25 **£26925**
2.1 auto CLA 220 CDI Sport **C** 62.8 8.2 117 28 **£27775**
1.6 CLA 180 Sport **D** 50.4 9.3 130 24 **£24775**
2.0 auto CLA 250 4MATIC AMG Sp **G** 42.8 6.6 154 35 **£33440**
2.0T auto CLA 45 AMG **G** 39.8 4.6 161 45 **£42270**
Auto: add £1450, AMG Sport: add £2200 to Sport models, Shooting Brake: add £850-£980

C-Class - 4686x1810mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
2.0 C 200 AMG Line **D** 51.4 7.5 128 31 **£30760**
2.0 auto C 200 AMG Line **D** 51.4 7.3 127 32 **£32260**
2.0 C 200 BlueTEC AMG Line **B** 72.4 9.7 106 26 **£32745**
2.0 C 200 BlueTEC SE **B** 72.4 9.7 102 25 **£28985**
2.0 C 200 SE **D** 53.3 7.5 123 29 **£27270**
2.1 C 220 BlueTEC AMG Line **B** 68.9 7.7 106 31 **£33270**
2.1 C 220 BlueTEC SE **B** 70.6 7.7 103 29 **£29780**
2.1 aut C 220 BlueTEC AMG Line **C** 64.2 7.4 113 31 **£34770**
2.1 auto C 250 BlueTEC AMG Line **C** 64.2 6.6 113 37 **£35925**
2.1 auto C 250 BlueTEC SE **C** 65.7 6.6 109 35 **£32435**
2.1 aut C 300 BlueTEC Hyb AMG L **A** 78.5 6.4 99 37 **£38535**
2.1 auto C 300 BlueTEC Hybrid SE **A** 78.5 6.4 94 36 **£35045**
4.0T auto AMG C 63 **J** 34.5 4.1 192 47 **£59795**
4.0T auto AMG C 63 S **J** 34.5 4.0 192 48 **£66545**
Auto: add £1500, SE Executive: add £995 to SE (not C220 BlueTEC), Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 27
2.0 auto E 200 AMG Line **F** 46.3 7.9 142 40 **£36850**
2.0 auto E 200 SE **E** 47.9 7.9 138 43 **£34340**
2.1 auto E 220 BlueTEC AMG Line **D** 57.7 8.3 128 39 **£36765**
2.1 auto E 220 BlueTEC SE **D** 64.2 8.3 116 38 **£34270**
2.0 auto E 250 AMG Line **F** 46.3 7.4 142 41 **£37980**
2.0 auto E 250 SE **E** 47.9 7.4 138 41 **£35470**
2.1 auto E 250 CDI AMG Line **E** 55.4 7.5 134 43 **£39445**
2.1 auto E 250 CDI SE **E** 57.7 7.5 129 41 **£36820**
2.1 aut E 300 BTEC Hybrid AMG Li **B** 67.3 7.1 110 45 **£42375**
2.1 auto E 300 BlueTEC Hybrid SE **B** 68.9 7.1 109 44 **£39880**
3.0 auto E 350 BlueTEC AMG Line **E** 53.3 6.4 139 46 **£41210**
5.5 V8TT MCT E 63 AMG **L** 28.8 4.2 230 47 **£74115**
5.5 V8TT MCT E 63 AMG S **L** 28.5 4.1 232 49 **£84110**
Auto: add £1520 to E220 CDI, Estate: add £1790-£1915, Premium: add £2695 to SE/AMG Line, Premium Plus: add £1200 to Premium

CLS-Class - 4940x1881mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
2.2 auto CLS 220 BTEC AMG Line **D** 56.5 8.5 129 43 **£46500**
3.0 auto CLS 350 BTEC AMG Line **F** 52.3 6.5 142 48 **£49550**
3.5 auto CLS 400 AMG Line **H** 38.7 5.3 170 47 **£55850**
5.5 V8TT auto CLS 63 AMG S **L** 28.5 4.1 231 50 **£86500**
Premium: add £2395 to BlueTEC, Premium Plus: add £1200 to Premium, Shooting Brake: add £1580 to CLS 220, £1450 to CLS 350, £500 to CLS 63 AMG S

S-Class - 5116-5246x1899mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A
2.1 aut S 300 BlueTEC Hyb L AMG Li **C** 61.4 7.6 120 50 **£72260**
3.0 auto S 350 BlueTEC SE Line L **F** 51.4 6.8 146 49 **£66910**
3.0 auto S 350 BlueTEC AMG Line **G** 51.4 6.8 151 50 **£67940**
3.5 auto S 400 Hybrid SE Line L **F** 44.8 6.8 147 49 **£70900**
3.5 aut S 400 Hybrid AMG Line L **F** 44.8 6.8 153 49 **£74930**
3.0 aut S 500 Plug-in AMG Line L **A** 100.9 5.2 65 49 **£87965**
4.6 V8 auto S 500 AMG Line L **K** 31.7 4.8 207 50 **£88395**
6.0 V12 auto S 600 AMG Line L **M** 25.5 4.6 259 50 **£140615**
5.5 V8TT auto S 63 AMG L **L** 28.0 4.4 237 50 **£119835**
6.0 V12TT auto S 65 AMG L **M** 23.7 4.3 279 50 **£179985**
Long wheelbase: add £3000 to S350 BlueTEC AMG Line

Citan - 4321x1829mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
1.5 108 CDI Traveliner Long **C** 65.7 N/A 119 7 **£19723**
1.5 109 CDI Traveliner Long **C** 65.7 N/A 119 9 **£20059**
1.5 111 CDI Traveliner Long **N/A** N/A N/A 14 **£21877**
1.2 112 Traveliner **N/A** N/A N/A 12 **£19581**
Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

GLA-Class - 4417x1804mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A
2.1 GLA 200 CDI Sport **C** 62.8 10.0 119 25 **£26265**
2.1 auto GLA 220 CDI 4MATIC Spt **E** 55.4 8.3 132 28 **£30775**
2.0T auto GLA 250 4MATIC Sport **G** 42.8 7.1 154 33 **£30330**
2.0T auto GLA 45 AMG **H** 37.7 4.8 175 44 **£44595**



Auto: add £1450 to GLA 200 CDI, 4MATIC; add £1630 to GLA 200 CDI auto, AMG Line; add £1000

M-Class - 480x1926mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.1 auto ML 250 BlueTEC SE Exec	G	46.3	9.0	154	38	£48190
3.0 auto ML 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V8T auto ML 63 AMG	M	23.9	4.8	276	50	£86995

AMG Line: add £2660 to SE Executive

GL-Class - 514x1982mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V8T auto GL 63 AMG	M	23.0	4.9	288	50	£93350

G-Class - 476x1855mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V8T auto G 63 AMG	M	20.5	5.4	322	50	£129655

C-Class Coupe - 4590x1770mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495

Auto: add £1500

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: 27

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	56.5	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	NA	£96190
5.5 V8T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

SLK-Class - 4134x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 280 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£55345

Auto: add £1520 to SLK 200, add £1410 to SLK 250

SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/unlimited miles

MG3 - 4018x1729mm, EURO-NCAP ★★ DRIVER POWER POS: N/A

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, EURO-NCAP N/A DRIVER POWER POS: 6

1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	14	£16995
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18995
1.9 DTI-Tech GT S 5dr	D	57.6	8.9	129	14	£16995
1.9 DTI-Tech GT SE 5dr	D	57.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	57.6	8.9	129	15	£20195

Magnette 4dr: add £1000 (TSE only)

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821-3850x1727mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr: add £600 to Cooper and above

Convertible - 3723x1683mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£22595

1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18990
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4; add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870

Auto: add £1195 to Cooper ALL4, ALL4; add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24895
2.0 Cooper SD	C	66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles

1 - 3475x1475mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

49K auto i-MiEV	A	N/A	16.0	0	27	£23499
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Mirage - 3710x1665mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 Mivtec 1	A	67.3	13.6	96	15	£8999
1.2 Mivtec 2	A	68.9	11.7	96	18	£10999
1.2 Mivtec 3	A	65.7	11.7	100	18	£11999
1.2 Mivtec auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£22440
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28249	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£32849	
2.0 Hybrid auto GX4hs PHEV	A	148.011.0	44	24	£34999	
Auto: add £1400 to GX4						

Auto: add £1400 to GX4

L200 - 5005x5185x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34340

Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385-4900x1875mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.2 Di-DC SWB SG2	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB SG3	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB SG4	K	33.2	11.1	224	34	£36799

Auto: add £1685 to SG2/Warrior

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630-1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	NA	£33075
2.0 Plus 4	G	40.4	7.5	162	NA	£36285
3.7 Roadster	L	28.8	5.5	230	NA	£45900
4.8 Plus 8	M	23.0	4.5	282	NA	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	NA	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	NA	£126900

Manual: no cost option

NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
Warranty: 3 years/60000 miles

Micra - 3780x1675mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11945
1.2 (80) Tekna	C	56.5	13.7	115	5	£13345
1.2 DiG-S (98) Visia	A	65.7	11.3	99	8	£13045
1.2 DiG-S (98) Acenta	A	65.7	11.3	99	9	£13045
1.2 DiG-S (98) Tekna	A	65.7	11.3	99	8	£14445

Auto: add £1000 to 1.2 Acenta/Visia, DiG-S Tekna

Note - 4100x1690mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2 (80) Visia	B	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DiG-S (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DiG-S (98) Tekna	A	65.7	11.7	99	10	£16470
1.5 dCi (90) Tekna	A	78.5	11.9	95	9	£17370

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Eco band
MPG
0-60mph
CO₂
Insurance group
List price

5008 - 4530x1888mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 77

1.6 VTI (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDI (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTI (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (150) Allure	G	40.9	9.7	159	17	£23450
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450

Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)

2008 - 4159x1739-1829mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	B	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, **EURO-NCAP** N/A
DRIVER POWER POS: 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE
www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8 TPT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006

Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo

Macan - 4681x1923mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44	£59300

Cayenne - 4855x1939mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	93.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	36.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8 TPT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

Boxster - 4374x1801mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879

PDK: add £1922 (£2351 to GTS)

Cayman - 4380-4438x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451

PDK: add £1922 (£2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540

PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S

918 Spyder - 4643x1940mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

PROTON
www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85
Warranty: 3 years/50000 miles

Savvy - 3710x1643mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.2 Style	E	50.0	13.9	134	8	£7995
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Satria Neo - 3905x1710mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

Gen2 - 4310-4477x1725mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

1.3 GLS Sdr **G** 41.0 13.5 164 6 **£9195**
1.6 GSX Ecologic Sdr **H** 40.0 12.6 170 7 **£11195**
Persona 4dr: same price as Sdr

RENAULT
www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100000 miles

Twizy - 2338x1234mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043

Zoe models: add battery hire from £25 per month

Clio - 4062x1731mm, **EURO-NCAP** N/A
DRIVER POWER POS: 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	A	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe

Megane - 4295x1808mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	105	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0 GT 220	H	38.7	7.6	169	31	£19745

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0 GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 53

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 TCe (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 TCe (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 TCe (115) S/S Dynamique Tom	E	47.9	11.7	135	19	£20455
1.2 TCe (130) S/S Dynamique Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynamique Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) S/S Dynamique Tom	C	64.2	10.3	114	24	£22395

Auto: add £1100 to dCi (110), Limited: add £500 to Dynamique TomTom (not XMOD), Grand Scenic: add £1200 to Scenic

Captur - 4122x1778mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 9

900cc TCe (90) Expression+	C	56.5	13.0	115	9	£14195
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15595
900cc TCe (90) Dynam Media Nav	C	56.5	13.0	115	9	£15195
1.5 dCi (90) Dynam Media Nav	A	76.4	13.1	95	12	£16595
1.2 TCe (120) EDC Dyna Media Nav	D	52.3	10.9	125	14	£17395

Dynamique 5 MediaNav; add £1500 to Dynamique MediaNav,
Signature; add £2500 to Dynamique MediaNav



6.7 V12 auto Phantom Coupe **M** 19.1 5.6 347 N/A/E333155
6.7 V12 auto Phantom DHC **M** 19.1 5.6 347 N/A/E332745
6.7 V12 auto Phantom EWB **M** 18.9 5.8 349 N/A/E357875

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles

Mii - 3540x1641mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 12v (60) S 3dr	B	62.8	14.4	105	1	£8195
1.2 TDI S A/C 3dr	B	62.8	14.4	105	1	£8705
1.0 12v (60) Ecotivate 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1	£9630
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995

Auto: add £1130 to SE, 5dr: add £350

Ibiza - 4031-4072x1693mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 12v (70) S A/C 5dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C 5dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecotivate 5dr	A	80.7	13.9	92	7	£13830
1.4 16v SE 5dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TDI DSG SE 5dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecotivate 5dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE 5dr	C	65.7	10.5	112	14	£14910
1.2 TDI i-TECH 5dr	C	55.4	9.8	119	15	£13790
1.2 TDI FR 5dr	C	55.4	9.8	119	12	£14190
1.4 TDI ACT FR 5dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR 5dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR 5dr	D	60.1	8.2	123	22	£17085
1.4 TDI DSG Cupra 5dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TDI SE, 5dr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TDI ACT FR

Toledo - 4482x1703mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) i-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecotivate S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecotivate i-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

Leon - 4263x1784mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecotivate SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (160) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (160) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra SC 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (105) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £300 less than 5dr, Leon ST: add £825

Altea - 4282x1768mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 TDI (105) Ecotivate i-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) i-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

Alhambra - 4854x1904mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 TDI (140) Ecotivate S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 3563x1641mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10690
1.0 MPI (75) Ecotivate 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia (NEW) - 3992mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

Rapid - 4483x1706mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 TSI S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.4 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425

1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 4659x1814mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 TSI (105) S	C	57.7	9.9	114	13	£16310
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	B	68.9	8.2	106	19	£19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	£26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	£20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£27990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 3

1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 81

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TSI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 4223x1793mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23665
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thesmartcar.co.uk / Brochure: 0800 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

DRIVER POWER POS: 23

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 VVT Jam	D 53.3	14.9	124	3	£11405
1.4 VVT (87) Jam	D 51.4	12.5	129	6	£11730
1.4 VVT (100) Jam	D 51.4	11.5	129	6	£12255
1.0T (115) Jam	C 57.6	9.9	114	10	£13455
1.4 VVT (87) Black Edition	D 51.4	12.5	130	8	£14095
1.4T (150) Grand Slam	E 47.8	8.5	139	N/A	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, White Edition: same price as Black Edition

Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2i (70) Life 3dr	D 52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D 54.3	13.2	121	6	£11245
1.3 CDTi (75) 5/5 ecoFLEX Life 3dr	A 74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D 53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C 55.4	13.2	119	6	£9340
1.0T (115) 5/5 ecoFLEX Sting 3dr	D 52.3	10.3	114	11	£10855
1.0T (115) 5/5 ecoFLEX Sting R 3dr	C 57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D 53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C 55.4	13.2	119	6	£12310
1.0T (115) 5/5 ecoFLEX Excite 3dr	C 57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D 52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D 54.3	13.2	121	7	£14150
1.0T (115) 5/5 ecoFLEX Ltd Ed 3dr	C 57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D 52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D 54.3	13.2	121	6	£11245
1.0T (90) 5/5 ecoFLEX Design 3dr	B 57.6	11.9	102	9	£12730
1.3 CDTi (75) 5/5 eFLX Design 3dr	A 74.3	14.8	100	6	£13150
1.3 CDTi (95) 5/5 eFLX Design 3dr	A 85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D 53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C 55.4	13.2	119	6	£11940
1.0T (90) 5/5 ecoFLEX SRI 3dr	A 57.6	11.9	100	9	£13425
1.4T (100) 5/5 ecoFLEX SRI 3dr	C 55.4	11.0	119	10	£12595
1.3 CDTi (75) 5/5 eFLX SRI 3dr	B 76.3	14.8	99	6	£13845
1.3 CDTi (95) 5/5 eFLX SRI 3dr	A 88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D 53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C 55.4	13.2	119	6	£12585
1.0T (90) 5/5 ecoFLEX SE 3dr	A 57.6	11.9	100	9	£14070
1.4T (100) 5/5 ecoFLEX SE 3dr	C 55.4	11.0	119	10	£13240
1.3 CDTi (75) 5/5 eFLX SE 3dr	A 76.3	14.8	99	7	£14490
1.3 CDTi (95) 5/5 eFLX SE 3dr	A 88.3	11.9	85	9	£14990

Auto: add £655 to 1.4 (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 VVT (100) Expression	D 51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D 51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F 45.0	10.9	147	12	£16860
1.3 CDTi (95) ecoFLEX S/5 Design	B 72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX S/5 Design	A 63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B 63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D 51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F 45.0	10.9	147	12	£18565
1.7 CDTi (110) e/FLEX S/5 Excite	A 63.0	11.8	99	15	£19645
2.0 CDTi (165) Tech Line	C 63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D 51.0	12.9	129	9	£18735
1.6 VVT (115) SRI	F 46.0	10.9	146	12	£19545
1.4T (140) SRI	E 48.0	9.0	138	17	£20265
1.6T (180) SRI	E 42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A 63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B 63.0	10.7	104	18	£22335
1.7 CDTi (110) 5/5 99g SRI	A 76.0	11.8	99	15	£22145
2.0 CDTi (165) SRI	C 63.0	8.5	119	20	£22825
2.0 CDTi (195) 5/5 BiTurbo	D 53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 auto Positiv	A 235.4	9.0	27	20	£28750
1.4 auto Electron	A 235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.8 VVT (140) Design 5dr	G 40.4	11.5	164	14	£16479
1.4T (140) S/5 Design 5dr	D 54.3	10.9	123	15	£17394
2.0 CDTi (120) 5/5 Design 5dr	A 76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C 62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A 76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C 65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G 40.4	11.5	164	14	£18279
1.4T (140) 5/5 SRI 5dr	D 54.3	10.9	123	15	£19194
2.0 CDTi (120) 5/5 SRI 5dr	A 76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C 62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A 76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI	C 65.7	9.5	114	20	£21354
2.0 BiCDTi (195) 5/5 SRI 5dr	D 60.1	8.7	125	24	£24814
2.0T (250) 5/5 SRI VX-Line 5dr	H 39.2	7.5	169	26	£22449
1.4T (140) 5/5 Elite Sdr	J 60.1	8.7	186	15	£15754
1.6T (170) 5/5 Elite Sdr	E 47.9	9.2	139	20	£22964
2.0T (250) 5/5 Elite Sdr	H 39.2	7.5	169	26	£23609
2.0 CDTi (120) 5/5 Elite Sdr	A 76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A 76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C 65.7	9.5	114	20	£23734
2.0 BiTurbo (195) 5/5 aut Elite Sdr	D 60.1	8.7	125	24	£23739
2.8 V6 VXR SuperSport 5dr	L 27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £950 to SRI

Insignia Country Trer - 4913x1856mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 82

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 CDTi (163) ecoFLEX	C 62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F 50.4	10.9	147	12	£25354
2.0 BiTurbo (195) 4x4 auto	H 39.2	7.5	169	27	£29714

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 82

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 VVT (100) Expression	E 46.3	13.9	140	8	£16265
1.4 VVT (100) S	E 46.3	13.9	140	8	£16420
1.4T VVT (120) S	E 47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D 57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C 62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	E 46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C 64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line a/c	E 46.3	13.9	140	7	£19395
1.3 CDTi (75) Tech Line a/c	E 57.6	16.9	129	5	£15610
1.4 VVT (100) SE a/c	E 46.3	13.9	140	8	£18445
1.4T VVT (120) SE a/c	E 47.9	11.5	139	14	£19175
1.4T VVT (140) SE a/c	G 44.2	10.3	141	21	£20055

1.7 CDTi (110) auto SE a/c

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 CDTi (136) SE a/c	G 64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to 5

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (140) S/5 Exclusiv	F 45.0	9.9	148	14	£22680
1.4T (140) S/5 SE	F 45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H 39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H 39.0	10.9	169	14	£23375
1.6 CDTi (136) Exclusiv	B 54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E 54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/5 ES	C 63.0	10.6	119	15	£23300
2.0 CDTi (130) ecoFLEX S/5 Exclusiv	C 63.0	10.6	119	15	£24300
2.0 CDTi (165) S/5 Exclusiv	E 54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/5 SE	C 63.0	10.6	119	15	£25475
2.0 CDTi (165) S/5 SE	E 54.0	9.1	137	19	£26090
2.0 CDTi (195) 5/5 BiTurbo SE	E 50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280mmx1777mm, EURO-NCAP N/A
DRIVER POWER POS: 29

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 116v (115) S/5 Exclusiv	G 43.5	12.2	153	6	£18064
1.4T (140) S/5 Exclusiv	E 47.1	9.6	139	12	£18724
1.7 CDTi (130) S/5 Exclusiv	D 60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1007, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2 CDTi (163) Exclusiv AWD	H 43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H 43.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H 43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H 43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K 32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (120) S/5 Sport	E 48.0	10.9	139	13	£18985
1.4T (140) S/5 Sport	E 48.0	9.9	139	16	£19895
1.6T (200) Sport	H 39.0	8.3	154	25	£21250
1.7 CDTi (110) S/5 Sport	C 63.0	11.9	119	13	£20850
1.7 CDTi (130) S/5 Sport	C 63.0	10.8	119	13	£21450
2.0 CDTi (165) S/5 Sport	D 59.0	8.9	127	20	£21955
2.0 CDTi (195) 5/5 BiTurbo	D 53.3	7.8	129	27	£24175
2.0T (280) VXR	J 34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascadia - 4696x1839mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (140) S/5 SE	F 44.8	10.2	148	20	£23995
1.6T (170) auto SE	H 39.2	9.2	168	24	£23795
2.0 CDTi (165) S/5 SE	E 54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	E 45.6	9.6	163	27	£27600
2.0 CDTi BiTurbo (195) S/5 Elite	E 54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
6.2 V8 GTS	M 18.5	4.2	363	50	£54499
6.2 V8 GTS auto	M 18.0	4.2	373	50	£56224

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Reborn Marussia signs Stevens



Stephen Errity

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AE BRITISH driver Will Stevens, who contested last season's Abu Dhabi Grand Prix for the now-defunct Caterham team, has signed to race for a revived Marussia Manor Grand Prix in 2015.

The squad has now emerged from administration and was confirmed on the 2015 Formula One entry list last week. It's working flat-out to prepare 2014 cars modified to meet this year's technical regulations in time for the Australian Grand Prix on 15 March.

The plan is to have a full 2015 car ready later in the season. Although Russian company Marussia no longer has any involvement with the outfit, it'll remain part of the team's official identity due to the complexity involved in changing Formula One entry names.

Stevens, 23, has taken victories in Formula Renault 3.5 and is no stranger to Marussia, having served as its test and reserve driver for a part of the 2014 season before the opportunity to race in Abu Dhabi for Caterham.

"It's very exciting to see everything coming together at Manor after the tremendous effort that has gone into saving the team," said Stevens. "It wouldn't have been possible without the incredible support we've received from all the suppliers and from within the sport, but most of all the fantastic people at Manor working around the clock to ensure we're ready to race in Melbourne."

Elsewhere, McLaren's fraught start to the season continued at last week's

■ Team working flat-out to make Australian GP ■ Alonso crash compounds McLaren problems



"The fantastic people at Manor are all working around the clock to ensure that we're ready to race in Melbourne"

Will Stevens Marussia Manor Grand Prix

BACK ON GRID British ace Stevens has secured a seat for 2015 after racing in final grand prix of 2014 at Abu Dhabi

final test at Barcelona, with further hybrid system problems costing it track time on the first day of running. Test driver Kevin Magnussen had to take over from Fernando Alonso after the Spaniard was kept in hospital for three days following an accident in the second test.

McLaren team boss Ron Dennis played down rumours that the crash

was caused by an electric shock and said it was up to the doctors to decide whether Alonso will race in Melbourne.

The final test in Barcelona also saw Force India at last take the wraps off its 2015 contender, the VJM 08. The Silverstone-based team skipped the first test in Jerez entirely, and used a modified 2014 car at the second test.

GP3 star makes sportscar switch

MULTIPLE GP3 and Formula Renault 3.5 race winner Nick Yelloly has become the latest rising British star to make the move to sportscar racing for 2015.

The 24-year-old will join Jota Sport for the full European Le Mans Series (ELMS) season and the Le Mans 24 Hours in June, taking the seat alongside Filipe Albuquerque and team owner Simon Dolan which was vacated by new Nissan LMP1 driver Harry Tincknell.

West Midlands-based Yelloly finished fifth in the 2012 Formula Renault 3.5 Series and has claimed sixth place in the GP3 Series for the past two years.

"I've never raced a sportscar and I tested one for the very first time early in February, so 2015 will be a completely



Yelloly set to join Jota Sport for 2015's ELMS series

new experience for me," he stated. "I've no doubt that the transition will be very smooth. A number of single-seater guys like Brendon Hartley and Harry Tincknell have successfully made the switch over to sportscars

and I've always dreamt of racing a sports prototype at Le Mans."

Joining Yelloly on the ELMS grid will be British Touring Car ace Sam Tordoff, who's set to race for JMW Motorsport Ferrari in the GT class.



■ NEUVILLE ON THE ATTACK AS WRC HEADS TO MEXICO

HYUNDAI works WRC driver Thierry Neuville has called on his team to increase its efforts after finishing just 6.4 seconds behind VW man Sebastien Ogier in Rally Sweden.

Ahead of this week's Rally Mexico, the Belgian (above) said: "It was impossible to stay ahead of both VWs. I have to be proud of what we've done, but we always want more work. I made the difference in Sweden, but I can't do it every time."

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AE THE best and most convenient 'alternative fuel' in 2015? Some (usually those with compounds full of dusty rechargeable cars they're obviously struggling to sell) will mischievously argue it's electricity. Ignore them. All things considered, it's easier, cheaper and less stressful to own and run a liquid petroleum gas (LPG) car than a pure EV.

True, LPG has been on the fringe for decades and has an (undeserved) image problem. This is partly because it goes by a variety of confusing names – LPG, LP gas, propane, butane or autogas – and partly because it's been marketed far too quietly and apologetically.

Remind yourself of the following and you won't go far wrong: LPG/autogas does much the same job as petrol/gasoline or diesel/derv... but for less money!

Here's a fuel that (unlike electricity) is rapidly dispensed via widely available pumps on conventional forecourts. It's comparatively clean. And if you've got, say, a big, old petrol-guzzling Jag or Jeep with life still in it, it can be converted to run on LPG in hours. What's not to like?

Companies such as Volvo and Vauxhall used to build and sell fresh-from-the-factory LPG cars to UK buyers. And while the former says it stopped making them due to infrastructure issues with the fuel, big improvements in petrol and diesel consumption and its diversification into hybrid technology, the latter suggests politicians simply put the boot in on LPG. "Yes, we did build them and sell them in Britain," Vauxhall told me. "And they sold fairly well – until the Government pulled the plug on the fuel incentive, then they nosedived."

It's almost as if the politicians have quietly attempted to murder what is still the third most popular vehicle fuel in Britain. Shame on them.

But they have time to redeem themselves. The incoming Government, due to take office in May, could and should withdraw its OTT £5,000 handout to buyers of expensive pure-electric cars and instead offer subsidies of around £1,000 to motorists keen to invest in aftermarket LPG conversion kits. Better by far to aid five comparatively poor existing owners of old, thirsty petrol-powered cars than one motorist buying a pure-electric – and therefore in possession of more money than sense.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W It's almost as if the politicians decided to murder what is still the third most popular vehicle fuel in the UK, LPG

next issue



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Customer deposit:	£3,791.66	Retail cash price:	£17,235.00	Optional final payment:	£7,485.10	Amount of credit:	£12,443.34	Rate of interest:	5.17%

[#]At the end of the agreement there are three options: i) retain the vehicle; pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

^{*}Available when purchased on Solutions Personal Contract Plan. [†]Available on SE and FR models only. £1,930 RRP refers to optional specification if priced individually. ¹Deposit contribution is available when purchased on Solutions. Retail Sales only. ²Up to 3 years/10,000 miles per annum (whichever comes first) when purchased with Solutions. ³Payable with first payment. ⁴Payable with optional final payment. ⁵Subject to agreed annual mileage. Retail Sales only. Offer available for vehicles ordered by 31st March 2015 and delivered by 30th June 2015 from participating Dealers. Further charges may be payable if vehicle is returned. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18s and over. Subject to availability. Terms and conditions apply. Finance subject to status. Accurate at time of publication. Freeport SEAT Finance.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO₂ emissions 154 – 87 g/km.



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